

FINAL ENVIRONMENTAL ASSESSMENT

TENNESSEE DEPARTMENT OF TRANSPORTATION – STATE ROUTE 58 BRIDGE REPLACEMENT OVER THE HIWASSEE RIVER MEIGS COUNTY, TENNESSEE

**TENNESSEE VALLEY AUTHORITY
LEAD AGENCY**

**U.S. ARMY CORPS OF ENGINEERS
COOPERATING AGENCY**

DECEMBER 2004

The Proposed Decision and Need

The Tennessee Department of Transportation (TDOT) has submitted to the Tennessee Valley Authority (TVA) applications for use of TVA land and for a permit under Section 26a (of the TVA Act). Concurrently, TDOT has also applied for a U.S. Army Corps of Engineers (USACE) permit pursuant to Section 404 of the Clean Water Act to replace and realign an existing State Route (SR) 58 bridge over the Hiwassee River in Meigs County, Tennessee (see Attachment A, vicinity map). Total funding is made available for the bridge replacement by the Federal Highway Administration (FHWA). The land use application is for a permanent easement to locate the new highway bridge approach on 7.741 acres of TVA property (XTCR-202H, see Attachment B), most of it being below normal summer pool elevation 682.5 mean sea level. TDOT proposes to replace the 1929 bridge with a new, longer and wider bridge west (downstream) of the existing structure. After completion of a new bridge, the old bridge would be removed.

The existing 1929 bridge structure is narrow as well as in need of expensive repairs and has been identified as functionally and structurally deficient under the FHWA guidelines. TDOT has proposed to replace the bridge. The motoring public and local industry will benefit from improved traffic flow and enjoy upgraded safety features (wider lanes, 10-foot shoulders, guardrails, improved sight, better drainage, etc.).

TVA has conducted an environmental review for the proposed project (see Attachment C, Categorical Exclusion Checklist [CEC] 7100), which evaluates resource issues associated with the bridge replacement and realignment. TVA has prepared this Environmental Assessment (EA) to understand further the associated impacts from the proposed project to existing wetlands and cultural resources.

Background

Early FHWA planning documents identified possible new bridge locations either upstream or downstream of the existing bridge. A proposed bridge alignment was coordinated early

with TVA and the Tennessee Wildlife Resources Agency (TWRA) due to the adjacent location of TVA or TWRA agency properties to the SR 58 Hiwassee River bridge. Meigs County and TWRA maintain a public boat ramp and picnic area immediately upstream of the existing bridge. TWRA also maintains the approximately 2,500-acre Hiwassee River Wildlife Refuge immediately downstream on the south side of the river. TVA public land on the north shore and upstream of the existing bridge is utilized for the Agency Creek Campground. Early discussions with TVA and TWRA identified that a new bridge aligned on the west (downstream) side of the existing bridge would be the preferable location due to the existing TVA and TWRA recreational facilities located upstream.

A new bridge at the downstream location would minimize any impact to upstream recreation resources but would require right-of-way acquisition and impact 0.766 acre of the Hiwassee River Refuge. The amount and location of the land to be used would not impair the use of the remaining refuge, in whole or in part, for its intended purpose.

Other Environmental Reviews and Documentation

TWRA has reviewed the use of 0.766 acre of the Hiwassee River Refuge for use to realign the bridge downstream of its existing location. TWRA concurred with the use of the 0.766 acre for the new bridge in a letter dated February 10, 2002 (Attachment D).

TDOT completed a Bridge Replacement Categorical Exclusion for the SR 58 Hiwassee River bridge replacement project on February 12, 2003. The FHWA concurred with the evaluation on March 11, 2003 (see Attachment C). The Hiwassee River Refuge is given protection under Section 4(f) of the Department of Transportation Act of 1966. A TDOT Nationwide Programmatic Section 4(f) has been prepared and is included in the attached CEC. Replacement of the existing bridge with a new bridge was determined to be the only feasible alternative.

In an application dated March 24, 2003, TDOT applied for a permit for the proposed bridge replacement with the U.S. Coast Guard. The U.S. Coast Guard (Public Notice D8-OBR-731 dated June 3, 2003, see Attachment C) conducted a public review of the proposed activity. In response to the notice, the Eastern Band of Cherokee Indians (EBCI) requested consulting party status for archaeological surveys of the Area of Potential Effect (APE) in a letter dated October 3, 2003.

TDOT responded to the Tennessee State Historic Preservation Officer (SHPO) in a letter dated June 14, 2002, that the proposed bridge alignment was shifted to the west side of the existing bridge to avoid archaeological resources located in or near the APE. They reported that one other archaeological site within the APE was destroyed by wave action and completely inundated and inaccessible and therefore no historic properties would be affected. The (SHPO) stated in their June 18, 2002 letters (2), that the project area contains no historic properties or archaeological resources eligible for listing in the National Register of Historic Places (NRHP). The disposition of the 1929 bridge structure itself was not considered significant to save.

U.S. Fish and Wildlife Service (USFWS) letters dated July 19, 2001, June 27, 2003, and September 30, 2004, stated that no federally listed or proposed listed endangered or threatened species occur within the project impact area and that "the requirements of

Section 7 of the Endangered Species Act are fulfilled.” The USFWS also provided a letter approving the proposed wetland mitigation on March 23, 2004.

USACE, TVA, and the state of Tennessee issued Public Notice 04-51 dated August 31, 2004 (Attachment E). The USFWS responded to the public notice by letter dated September 30, 2004, stating based on the best information available to them, no federally listed or proposed threatened or endangered species occur within the project area and that Section 7 requirements of the Endangered Species Act are fulfilled. No other comments were received as a result of the public notice. USACE has also completed a Section 404(b)(1) Analysis (Attachment F) for placement of fill below the ordinary high water level of Chickamauga Lake.

TDOT had requested (May 17, 2004) a State 401 Water Quality Certification from the Tennessee Department of Environment and Conservation (TDEC). TDOT received the Water Quality Certification from TDEC on October 26, 2004.

Alternatives and Comparison

TDOT evaluated three alternatives to the proposed project. The No Action Alternative would not improve the structural or approach deficiencies of the existing 1929 Hiwassee River bridge. Improvements and repairs to the existing bridge were considered, but such improvements or repairs would not upgrade the bridge to current traffic safety standards. Traffic flow would also be disrupted if the bridge were closed for repairs.

The Action Alternative includes bridge replacement to meet current safety standards. Two alignments—upstream and downstream—of the existing bridge were evaluated. The upstream alignment of a new bridge resulted in greater recreation impacts. Construction of a new bridge downstream of the existing bridge alignment minimizes recreation impacts and avoids TWRA’s boat ramp and picnic area and the Agency Creek Campground, which are upstream of the existing bridge. However, the downstream alignment results in an impact from the project to 0.766 acre of the wildlife refuge. The amount and location of the land to be used would not impair the use of the remaining Hiwassee River Refuge, in whole or in part, for its intended purpose.

Affected Environment and Evaluation of Impacts

Traffic impacts from the proposed bridge construction would be insignificant because the exiting bridge would remain in operation until the new bridge is completed. The new bridge would greatly improve safety for travelers due to the increased bridge width and alignment and would decrease travel times now experienced by truck traffic practices of taking longer alternate routes to avoid the bridge. The area’s economy is likely to prosper with the new bridge. TDOT has proposed adequate post-construction access for the upstream recreation facilities.

TDOT determined and the SHPO concurred that no historic structures or archaeological resources would be impacted from construction of the new bridge. The bridge structure is not eligible for the NRHP. TVA concurs with these findings; however, in view of the importance of these resources, TVA would require that a confirmatory investigation be completed in one area of the APE to confirm that no archaeological resource would be affected by this undertaking. Such confirmatory investigation would be conducted

between December 1 and March 30 at minimum winter pool and prior to undertaking any land disturbance activity in this area relating to this project. A copy of the confirmatory findings will be provided to the SHPO. TVA would also provide the confirmatory findings to EBCI per their request.

The existing bridge would be blown into the river and hauled off and sold as scrap. Bridge concrete would be deposited in a landfill chosen by a contractor, and the existing piers would be removed below the mud line.

No federally threatened or endangered species have been identified within the impact area for the proposed bridge construction. TVA's Natural Heritage database indicated the potential for a state-listed plant, *Sacciolepis striata* (gibbous panic grass), to be within the area. Site surveys on July 13, 2004, identified and flagged two clumps (one with 31 plants and the other with 13 plants). The plants were 150 feet outside the area to be filled and should not be disturbed with heavy equipment during construction of the bridge. Even though the plants appear to be outside the area to be filled, TVA would require the contractor to avoid heavy equipment use in this area. TVA would require that the contractor avoid the plants or relocate them if the potential exists to harm the plants by the action.

The applicant has prepared an Erosion and Sediment Control Plan to reduce potential water quality and aquatic ecology impacts. TVA would require the applicant adhere to the Erosion Control Plan. Implementation of Best Management Practices cited in TDOT's Erosion Control Plan should reduce water quality impacts to insignificant levels.

A bridge is considered a repetitive action in the floodplain for compliance with Executive Order 11988. The project would comply with the National Flood Insurance Program. The project would result in the loss of about 4.2 acre-feet (6,746 cubic yards) of power and flood control storage.

Efforts were made during the planning and design phases of the project to avoid impacts to wetlands to the extent practicable and to minimize impacts that were not avoidable. The applicant through project design has minimized the impacts and quantity of fill needed. The proposed bridge is 742 feet longer than the existing bridge, eliminating that length of fill in the reservoir. Existing fill from old piers and bridge approach would be removed to lessen the overall amount of fill used (see Attachment C). New fill would be placed in the river from a barge with no construction or use of haul roads. While no specific borrow area has been identified, TDOT contract specifications ensure that any borrow area would be located outside of wetlands and be above the 100-year floodplain.

Wetland impacts are common with bridge projects involving fill and cannot be practically avoided due to excessive cost of moving to alternate locations. The proposed new construction of a replacement bridge across the Hiwassee River on SR 58 would permanently impact 1.02 acre of wetlands and 2.60 acres of mud flat. Both impacts would be mitigated as permanent impacts, for a total permanent area to be impacted by the proposed construction of 3.62 acres. Impacts to wetlands would be primarily from fill to locate the roadway and pier abutments necessary to construct the new bridge and bridge approaches. A temporary impact to 0.20 acre of wetlands would also occur. Wetland mitigation would be accomplished at a 4:1 ratio (or approximately 14.5-acres) from credits debited from the Coffee County Wetland Mitigation Bank.

The earthen and rock fill material to be incorporated into the approach causeway leading to the bridge proper would displace a small amount of mud bottom substrate. The amount, type, quantity, and location of aquatic habitat potentially impacted are insignificant within the context of the portion of the Hiwassee River influenced by Chickamauga Reservoir.

Other potential environmental resource impacts (noise, air quality, navigation, etc.) were evaluated in the attached TVA CEC 7100 (Attachment C) and found to be insignificant. The proposed project would not individually or cumulatively have any significant environmental impacts.

Mitigation Measures

TDOT proposes to mitigate the 3.62 acres of permanent wetland impacts by debiting from available wetland credits at the Coffee County Wetland Mitigation Bank at a 4:1 ratio. The mud flat impacts would be mitigated at the same ratio as the wetland impacts. At a ratio of 4:1, the total debit of credits rounded to the half acre is 14.5 acres.

TVA would require the following conditions in Section 26a approvals:

1. Recent field inspections located a state-listed plant species, *Sacciolepis striata* (gibbous panic grass), at approximate coordinates of 35.39496 degrees North, 84.91195 degrees West, about 150 feet below the toe of the fill. Contractor will avoid any disturbance to this area during construction or relocate the plants if impacts to the plants are unavoidable.
2. For property located below normal summer pool elevation 682.5 mean sea level, TVA will conduct confirmatory investigations to confirm that no archaeological resources will be affected by the undertaking. No land-disturbing activity will be conducted in this area until the confirmatory investigations have been completed.

Preferred Alternative

Bridge replacement to meet current safety standards is the preferred alternative.

TVA Preparers

Contributor	Involvement
Scott Atkins	Wetlands/Aquatic Biology
Harold Draper	NEPA Administration
Charlie Ellenberg	Recreation
Dan Fisher	Land Use
Kelie Hammond	Navigation
Martin High	Threatened and Endangered Species

Mary McBryar	Environmental Scientist
Roger Milstead	Floodplains
Phil Mummert	Solid Waste
Ken Parr	NEPA Administration and Document Preparation
Erin Pritchard	Cultural Resources

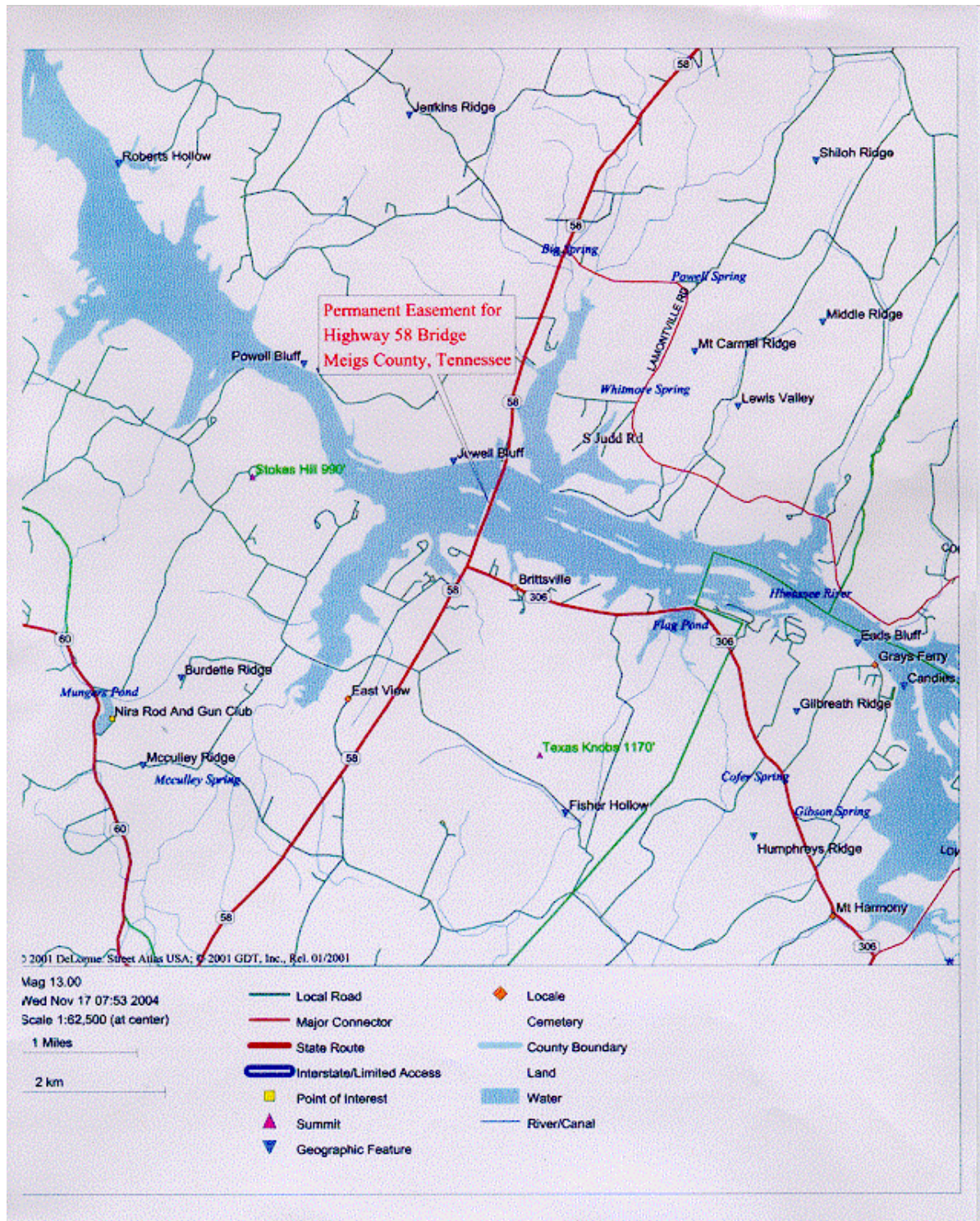
Agencies and Others Consulted

Eastern Band of Cherokee Indians
Tennessee Department of Environment and Conservation (Meigs County)
Tennessee State Historic Preservation Office
Tennessee Wildlife Resources Agency
U.S. Army Corps of Engineers, Regulatory Branch
U.S. Coast Guard
U.S. Fish and Wildlife Service

Attachments

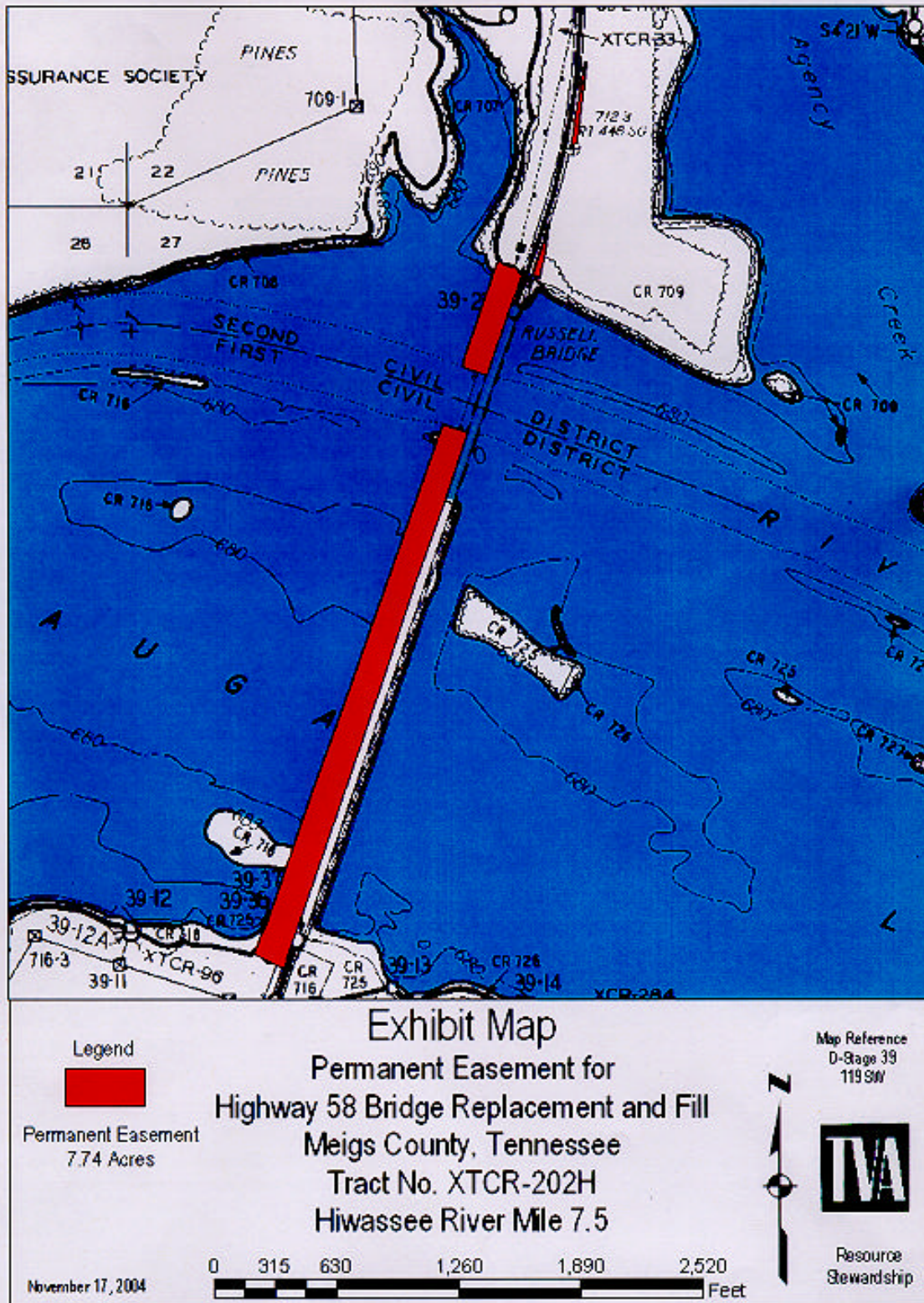
- A. Project Vicinity Map
- B. Figure of Tract No. XTCR-202H
- C. TVA CEC 7100 With Supporting Information
- D. TWRA Letter Dated February 10, 2003
- E. USACE Public Notice 04-51 Dated August 31, 2004
- F. 404(b)(1) Guidelines Compliance Evaluation (Section 230.10)

Attachment A - Site Vicinity Map



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Attachment B - Figure of Tract No. XTCR-202H



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Attachment C - TVA CEC 7100 With Supporting Information



Categorical Exclusion Checklist

Information about CEC 7100

NEPA User:
Kenneth P Parr

Select Option

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Checklist Preparer	Daniel C. Fisher
Date Started	05/27/2004
Initiating Organization	RSOE - Resource Stewardship
Initiating Org Tracking ID	152418
ALIS ID	152418
Project Initiator/Manager	Daniel C. Fisher
Project Title	XTCR-202H - TDOT - Replace Hwy 58 Bridge at Hiwassee River
Description of Proposed Action	Land Activity Type: Easement Applicant(s): Mr. Gary Palmer Tennessee Department of Transportation Suite 600, James K. Polk Building Nashville TN 37243-0337
TVA Facility	Chickamauga-Nickajack Watershed Team
Location Description	Reservoir Name: Chickamauga Stream Name: Hiwassee R River Mile: 7.5 Bank Location: Land Tract(s): X CR 78 PT XT CR 33 XT CR 96 XT CR 202 H Map Sheet(s): 39 C/D Stage 119 SW
Primary Media Export Reviewer(s)	J Scott Atkins complete 07/09/2004 Daniel C. Fisher ongoing Kelie H Hammond complete 06/17/2004 Martin B High II complete 07/19/2004 Roger A. Milstead complete 07/02/2004 Philip J Mummert complete 08/04/2004 Russell D. Smith * complete 06/02/2004
Secondary Media Export Reviewer(s)	Erin E. Pritchard ongoing
Review/Concurrence	Daniel C. Fisher not signed
Additional Closer	Preparer Only
Due Date	07/02/2004
Business Sensitive	No
CEC Status	Open

* Denotes reviewer who coordinates secondary media reviewers

NEPA User:
Kenneth P Parr

Attachment Listing for CEC 7100

CEC Main Menu
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Environmental Information Center

Date Attached	Attached By	Attachment File Name
General Comments		
08/25/2004	Daniel C. Fisher	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\2004_Fax_USCGPublicNoticeAndReplies.pdf
08/25/2004	Daniel C. Fisher	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\Received8-20-2004_8-14-2002_AvoidanceStrategy_2.pdf
08/25/2004	Daniel C. Fisher	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\2004_TDOT_ResponsesToTVA_Questions.pdf
04/14/2004	ALIS Added Comment	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\TDOT Hwy 58 Bridge_Suspense_need info
05/26/2004	ALIS Added Comment	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\LandUseApplication&EnvironmentalLetters.
05/26/2004	ALIS Added Comment	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\26aApplicationWetland&StructurePlans.pdf
05/26/2004	ALIS Added Comment	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\ErosionControlPlans.pdf
05/26/2004	ALIS Added Comment	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\ROW&Plans.pdf
05/26/2004	ALIS Added Comment	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\Sections&Profiles.pdf
05/26/2004	ALIS Added Comment	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\TVAPower&FloodControlStorageLoss.pdf
05/26/2004	ALIS Added Comment	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\SequentialApprovalRequest.pdf
06/07/2004	ALIS Added Comment	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\CulturalResSurvey_AdvancePlanningRepor
06/07/2004	ALIS Added Comment	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\ArcheologicalSignoffLetters.pdf
06/07/2004	ALIS Added Comment	H:\chrlm\tracts\Chickamauga\XTCR-202H-TDOT_Hwy58_Bridge\USCG_ApplicationLetter.pdf
06/07/2004	ALIS	H:\chrlm\tracts\Chickamauga\XTCR-202H-

http://www.tva.gov/inside/cec/7100/7100.htm

	Added Comment	TDOT_Hwy58_Bridge\InitialPublicNoticeResponses.pdf
CEC Part 4 Question 9 - Potentially interfere with river or other navigation		
06/17/2004	Kelie H Hammond	C:\Documents and Settings\khammon\My Documents\26a\26a F 2004\152418chh - 26a - Hwassee River Mile 7.5 - Gary Palmer, TDOT.doc
<div>Return</div>		

Categorical Exclusion Checklist for Proposed TVA Actions

Categorical Exclusion Number Claimed	Organization ID Number 152416	Tracking Number (NEPA Administration Use Only) 7100
Form Preparer Daniel C. Fisher	Project Initiator/Manager Daniel C. Fisher	Business Unit RSOE - Resource Stewardship
Project Title XTCR-202H - TDOT - Replace Hwy 58 Bridge at Hiwassee River		Hydrologic Unit Code
Description of Proposed Action (Include Anticipated Dates of Implementation) <input checked="" type="checkbox"/> Continued on Page 3 (if more than one line) For Proposed Action See Attachments and References		
Initiating TVA Facility or Office Chickamauga-Nickajack Watershed Team		TVA Business Units Involved in Project RSOE - Resource Stewardship
Location (City, County, State) For Project Location see Attachments and References		

Parts 1 through 4 verify that there are no extraordinary circumstances associated with this action:

Part 1. Project Characteristics

Is there evidence that the proposed action—	No	Yes	Information Source
1. Is major in scope?	X		Fisher D. C. 11/16/2004
2. Is part of a larger project proposal involving other TVA actions or other federal agencies?	X		Fisher D. C. 07/21/2004
*3. Involves non-routine mitigation to avoid adverse impacts?		X	For comments see attachments
4. Is opposed by another federal, state, or local government agency?	X		Fisher D. C. 07/21/2004
*5. Has environmental effects which are controversial?	X		Fisher D. C. 07/21/2004
*6. Is one of many actions that will affect the same resources?	X		Fisher D. C. 07/21/2004
7. Involves more than minor amount of land?	X		Fisher D. C. 11/16/2004

* If "yes" is marked for any of the above boxes, consult with NEPA Administration on the suitability of this project for a categorical exclusion.

Part 2. Natural and Cultural Features Affected

Would the proposed action—	No	Yes	Permit	Commitment	Information Source for Insignificance
1. Potentially affect endangered, threatened, or special status species?		X	No	No	For comments see attachments
2. Potentially affect historic structures, historic sites, Native American religious or cultural properties, or archaeological sites?					
3. Potentially take prime or unique farmland out of production?	X		No	No	Fisher D. C. 07/21/2004
4. Potentially affect Wild and Scenic Rivers or their tributaries?	X		No	No	Stenberg C. H. 06/10/2004
5. Potentially affect a stream on the Nationwide Rivers Inventory?	X		No	No	Stenberg C. H. 06/10/2004
6. Potentially affect wetlands, water flow, or stream channels?		X	No	No	For comments see attachments
7. Potentially affect the 100-year floodplain?		X	No	No	For comments see attachments
8. Potentially affect ecologically critical areas, federal, state, or local park lands, national or state forests, wilderness areas, scenic areas, wildlife management areas, recreational areas, greenways, or trails?	X		No	No	Eligh II M. B. 07/19/2004
9. Contribute to the spread of exotic or invasive species?	X		No	No	Eligh II M. B. 07/19/2004
10. Potentially affect migratory bird populations?	X		No	No	Eligh II M. B. 07/19/2004
11. Involve water withdrawal of a magnitude that may affect aquatic life or involve interbasin transfer of water?	X		No	No	Atkins J. S. 07/09/2004
12. Potentially affect surface water?	X		No	No	Atkins J. S. 07/09/2004
13. Potentially affect drinking water supply?	X		No	No	Fisher D. C. 07/21/2004
14. Potentially affect groundwater?	X		No	No	Fisher D. C. 07/21/2004
15. Potentially affect unique or important terrestrial habitat?	X		No	No	For comments see attachments
16. Potentially affect unique or important aquatic habitat?	X		No	No	For comments see attachments

Part 3. Potential Pollutant Generation

Would the proposed action potentially (including accidental or unplanned) --	No	Yes	Per- mit	Commit- ment	Information Source for Insignificance
1. Release air pollutants?	X		No	No	Fisher D. C. 07/21/2004
2. Generate water pollutants?	X		No	No	Fisher D. C. 07/21/2004
3. Generate wastewater streams?	X		No	No	Fisher D. C. 07/21/2004
4. Cause soil erosion?		X	No	No	For comments see attachments
5. Discharge dredged or fill materials?		X	Yes	No	For comments see attachments
6. Generate large amounts of solid waste or waste not ordinarily generated?		X	No	Yes	For comments see attachments
7. Generate or release hazardous waste (RCRA)?	X		No	No	Fisher D. C. 07/21/2004
8. Generate or release universal or special waste, or used oil?	X		No	No	Fisher D. C. 07/21/2004
9. Generate or release toxic substances (CERCLA, TSCA)?	X		No	No	Fisher D. C. 07/21/2004
10. Involve materials such as PCBs, solvents, asbestos, sandblasting material, mercury, lead, or paints?	X		No	No	Fisher D. C. 07/21/2004
11. Involve disturbance of pre-existing contamination?	X		No	No	Fisher D. C. 07/21/2004
12. Generate noise levels with off-site impacts?	X		No	No	For comments see attachments
13. Generate odor with off-site impacts?	X		No	No	Fisher D. C. 07/21/2004
14. Produce light which causes disturbance?	X		No	No	For comments see attachments
15. Release of radioactive materials?	X		No	No	Fisher D. C. 07/21/2004
16. Involve underground or above-ground storage tanks or bulk storage?	X		No	No	Fisher D. C. 07/21/2004
17. Involve materials that require special handling?	X		No	No	Fisher D. C. 07/21/2004

Part 4. Social and Economic Effects

Would the proposed action --	No	Yes	Commit- ment	Information Source for Insignificance
1. Potentially cause public health effects?	X		No	Fisher D. C. 07/21/2004
2. Increase the potential for accidents affecting the public?	X		No	For comments see attachments
3. Cause the displacement or relocation of businesses, residences, cemeteries, or farms?	X		No	Fisher D. C. 07/21/2004
4. Contrast with existing land use, or potentially affect resources described as unique or significant in a federal, state, or local plan?		X	No	For comments see attachments
5. Disproportionately affect minority or low-income populations?	X		No	Fisher D. C. 07/21/2004
6. Involve genetically engineered organisms or materials?	X		No	Fisher D. C. 07/21/2004
7. Produce visual contrast or visual discord?	X		No	For comments see attachments
8. Potentially interfere with recreational or educational uses?	X		No	For comments see attachments
9. Potentially interfere with river or other navigation?	X		No	For comments see attachments
10. Potentially generate highway or railroad traffic problems?	X		No	For comments see attachments

Part 5. Other Environmental Compliance/Reporting Issues

Would the proposed action --	No	Yes	Commit- ment	Information Source for Insignificance
1. Release or otherwise use substances on the Toxic Release Inventory list?	X		No	Fisher D. C. 07/21/2004
2. Involve a structure taller than 200 feet above ground level?	X		No	Fisher D. C. 11/18/2004
3. Involve site-specific chemical traffic control?	X		No	Fisher D. C. 07/21/2004
4. Require a site-specific emergency notification process?	X		No	Fisher D. C. 07/21/2004
5. Cause a modification to equipment with an environmental permit?	X		No	Fisher D. C. 07/21/2004
6. Potentially impact operation of the river system or require special water elevations or flow conditions??	X		No	Fisher D. C. 07/21/2004

Description of Proposed Action (Include Anticipated Dates of Implementation)

☐ Continued from Page 1

Parts 1 through 4: If "yes" is checked, describe in the discussion section following this form why the effect is insignificant. Attach any conditions or commitments which will ensure insignificant impacts. Use of non-routine commitments to avoid significance is an indication that consultation with NEPA Administration is needed.

An ☐ EA or ☐ EIS will be prepared.

Based upon my review of environmental impacts, the discussions attached, and/or consultations with NEPA Administration, I have determined that the above action does not have a significant impact on the quality of the human environment and that no extraordinary circumstances exist. Therefore, this proposal qualifies for a categorical exclusion under Section 5.2. _____ of TVA NEPA Procedures.

Project Initiator/Manager Daniel C. Fisher		Date
TVA Organization RSO&E	E-mail dcfisher@tva.gov	Telephone

Site Environmental Compliance Reviewer

Final Review/Closure

Signature

Signature

Other Review Signatures (as required by your organization)

Signature

Signature

Signature

Signature

Signature

Signature

Attachments/References

Description of Proposed Action

Land Activity Type: Easement Applicant(s): Mr. Gary Palmer Tennessee Department of Transportation Suite 600, James K. Polk Building
Nashville TN 37243-0837

Project Location

Reservoir Name: Chickamauga Stream Name: Hiwassee R. River Mile: 7.5 Bank Location: Land Tract(s): X CR 76 PT XT CR 33 XT CR 96
XT CR 202 H Map Sheet(s): 88 G/D Stage 119 SW

CEC General Comment Listing

1. TDOOT proposes to replace and re-align the Highway 58 bridge crossing Hivessee River at about mile 7.5. The existing structure is narrow and is being replaced due to safety and maintenance issues. Due to safety concerns, the Maigs County Mayor has requested expedited review and Sequential TVA Board approval of this project. Various alternatives were considered and discussed in the application. Alignments on either side of the existing bridge had potential to affect resources. The proposed alignment eliminates impacts to recreational facilities (TWRA / Maigs Co. boat ramp and TVA Agency Creek Campground areas). The proposed alternative received a USFWS letter stating no T&E in the project area; a letter from SHPO stating no resources affected, the SHPO has also said the bridge structure is not eligible for the National Register so an MOA about disposition of the old bridge is not required; a categorical exclusion 4(f) regarding needed acquisition of 0.7 acres of the Hivessee Refuge; TVA flood and power storage loss discussion justification for all in floodplain areas which had input from Roger Misteard. The only actual impacts are to wetland areas, and are proposed to be mitigated at a 4:1 ratio at the Coffey County Wetland Bank. Wetland impacts are common with bridge projects involving all and cannot be practically avoided due to excessive cost.
By: Daniel C. Fisher 08/02/2004
2. 8-19-04 Fax From TDOOT - USOC Public Notice and Responses
By: Daniel C. Fisher 08/25/2004
Files: 8-19-2004_Fax_USOCPublicNoticeAndReplies.pdf 08/25/2004 695,183 Bytes
3. Archeological Avoidance Strategy received 8-20-2004
By: Daniel C. Fisher 08/25/2004
Files: Received8-20-2004_8-14-2002_AvoidanceStrategy_2.pdf 08/25/2004 389,729 Bytes
4. 8-20-2004 TDOOT responses to TVA Questions
By: Daniel C. Fisher 08/25/2004
Files: 8-20-2004_TDOOT_ResponsesToTVA_Questions.pdf 08/25/2004 173,906 Bytes
5. Suspense letter
By: ALIS Added Comment
Files: TDOOT Hwy 58 Bridge_Suspense_need info.pdf 04/14/2004 9,906 Bytes
6. Land Use Application and Environmental Letters
By: ALIS Added Comment
Files: LandUseApplication&EnvironmentalLetters.pdf 05/26/2004 1,213,387 Bytes
7. 28a Application with Wetland & Structure Plans
By: ALIS Added Comment
Files: 28aApplicationWetland&StructurePlans.pdf 05/26/2004 1,333,858 Bytes
8. Erosion Control Plans
By: ALIS Added Comment
Files: ErosionControlPlans.pdf 05/26/2004 335,215 Bytes
9. ROW & Plans
By: ALIS Added Comment
Files: ROW&Plans.pdf 05/26/2004 830,541 Bytes
10. Sections and Profiles
By: ALIS Added Comment
Files: Sections&Profiles.pdf 05/26/2004 630,479 Bytes
11. TVA Power & Flood Control Storage Loss Discussion
By: ALIS Added Comment
Files: TVAPower&FloodControlStorageLoss.pdf 05/26/2004 174,901 Bytes
12. Sequential Approval Request
By: ALIS Added Comment
Files: SequentialApprovalRequest.pdf 05/28/2004 169,419 Bytes
13. Cultural Resource Advance Planning Report
By: ALIS Added Comment
Files: CulturalResSurvey_AdvancePlanningReport.pdf 06/07/2004 2,122,102 Bytes
14. Archeological Signoff Letters
By: ALIS Added Comment
Files: ArcheologicalSignoffLetters.pdf 06/07/2004 102,161 Bytes

CEC General Comment Listing

15. USCG Application Letter
By: ALIS Added Comment
File: USCG_ApplicationLetter.pdf 06/07/2004 101,563 Bytes
16. Initial Response to Public Notice
By: ALIS Added Comment
File: InitialPublicNoticeResponses.pdf 06/07/2004 355,037 Bytes
17. 09-02-2004 Letter to TDOT - additional site testing at low water is needed to define cultural sites
By: ALIS Added Comment
File: TDOT Hwy 58 Bridge_Suspense_WaitSeasonalWater.doc 10/14/2004 12,288 Bytes
18. 9-20-2004 TDOT letter - additional info on Cultural Resource concerns
By: ALIS Added Comment
File: 9-20-2004_TDOT_ResponseToCultural.pdf 10/14/2004 147,111 Bytes
19. 10-14-2004 Letter to TDOT - TVA needs to do additional cultural survey work.
By: ALIS Added Comment
File: 10-14-2004TDOT Hwy 58 Bridge_Suspense_WaitSeasonalWater.doc 10/14/2004 12,288 Bytes
20. 10-20-04 Emails to Process Owner - TDOT may contact Board about need for cultural work.
By: ALIS Added Comment
File: 10-20-04_Email_CulturalVsTDOT.pdf 10/20/2004 595,412 Bytes

CEC Comment Listing

Part 1 Comments

3. The proposed action includes mitigation for impacts to existing wetlands.
By: Daniel C. Fisher 11/16/2004

Part 2 Comments

1. Field inspection was conducted on July 13, 2004, by Martin High, Dr. Pat Cox and Kelly Cole. Dr. Cox provided the following input after the field inspection: ENVIRONMENTAL REVIEW – Bridge Construction over Hiwassee River at TN 58 13 June 04 BOTANICAL INPUT AS FOLLOWS: For Part 2, #1-Potentially Affect T&E Species: Please put "YES" Review of the TVA Natural Heritage database indicates that NO federally listed plant species and one state-listed plant species *Sacciolepis striata*, Globbous Panic Grass is recorded from within 5 miles of the proposed bridge construction. On 13 July 2004, 2 clumps (one with 31 plants, the other with 13 plants) were found and flagged. The approximate coordinates of the plants are: 35.38496°N, 84.91195°W. It is our recommendation that the plants not be moved and that the population should not be disturbed with the use of heavy equipment during construction of the bridge. (Edit by Martin High: Plants were located approximately 150-feet below the toe of the existing fill. Field discussions with Dr. Cox during the field investigation was a determination that 1. these plant communities may not be impacted due to their location, 2. Even though they appear to be outside the area to be filled, contractor should avoid impacts with equipment use, and 3. If plants are to be impacted, contractor could move the plants to another suitable site in the immediate vicinity.) Bald eagle nest downstream on the right descending bank. Jill Henry, TVA biologist in Norris was contacted and he then consulted with Mr. Bruce Anderson, TWRA non-game biologist agreed that due to distance from project to nest, no impacts are expected.
By: Martin B High II 06/16/2004
6. Mitigation through the TDOT Wetland mitigation bank will satisfy the impacts to existing wetlands onsite.
By: Martin B High II 07/19/2004
7. The proposed action involves a permanent easement needed for the construction of a bridge to replace an existing bridge. For compliance with Executive Order 11998, a bridge is considered to be a repetitive action in the floodplain. Based on information provided in John L. Hewitt's May 17 letter to Ron Gellin, U.S. Army Corps of Engineers, the project would comply

with the National Flood Insurance Program and fulfill the requirements of Executive Order 11988. The project would result in the loss of about 4.2 acre-feet of power and flood control storage. The applicant has provided documentation indicating they have evaluated alternatives to the proposed fill and minimized the quantity of fill needed for the project consistent with the requirements of the TVA Flood Control Storage Loss Guideline. From the standpoint of Flood Control, we have no objection to the proposed permanent easement provided the following conditions are included in the final CEC, and any transfer document(s): 1. Any future development proposed within the limits of the 100-year floodplain, elevation 699.7 will be consistent with the requirements of Executive Order 11988. 2. Any future facilities or equipment subject to flood damage will be located above or floodproofed to the Flood Risk Profile elevation 690.9. 3. All future development will be consistent with the requirements of the TVA Flood Control Storage Loss Guideline. 4. You are advised that TVA retains the right to flood this area and that TVA will not be liable for damages resulting from flooding.

By: Roger A. Mafford 07/02/2004

18. ENVIRONMENTAL REVIEW – Bridge Construction over Hiwassee River at TN 58 13 June 04 BOTANICAL INPUT AS FOLLOWS:

For Part 2, #1-Potentially Affect T&E Species: Please put "YES" Review of the TVA Natural Heritage database indicates that NO federally listed plant species and one state-listed plant species *Sacciolepis striata*, Gibbous Panic Grass is recorded from within 5 miles of the proposed bridge construction. On 13 July 2004, 2 clumps (one with 31 plants, the other with 13 plants) were found and tagged. The approximate coordinates of the plants are: 35.36486°N, 84.91195°W. It is our recommendation that the plants not be moved and that the population should not be disturbed with the use of heavy equipment during construction of the bridge. For Part 2, #15 – Potentially Affect Unique or Important Terrestrial Habitats: Please put "No." No uncommon vegetational communities are reported to occur in the area to be impacted and none are indicated in the photographs or maps. Therefore, there is no known potential for this project, as described, to impact such resources. No permits or commitments are required.

By: Martin B. High II 07/19/2004

16. The earthen and rock fill material to be incorporated into the approach causeway leading to the bridge proper will displace a small amount of mud bottom substrate, part of which is exposed to air for 4 to 5 months as the result of seasonal drawdown of Chickamauga Reservoir. This amount, type, quality, and location of aquatic habitat potentially impacted is insignificant within the context of the portion of Hiwassee river influenced by Chickamauga Reservoir. Implementation of the BMPs cited in the erosion control section of the application package should be adequate to mitigate the presence of the fill.
- By: J. Scott Atkins 07/09/2004

Part 3 Comments

4. Implementation of standard BMPs during construction will minimize potential for adverse impacts due to soil erosion.
By: Daniel C. Fisher 11/16/2004
5. TVA standard conditions e, a, d, e, f, g, and h should be implemented
By: J. Scott Atkins 07/22/2004
6. Potential effects would be insignificant with adherence to commitments.
By: Philip J. Mummett 08/04/2004
12. Although some increased traffic noise is expected, the replacement bridge is not expected to result in additional levels of noise significantly above current levels.
By: Daniel C. Fisher 07/21/2004
14. The replacement bridge is not expected to result in increased light pollution.
By: Daniel C. Fisher 07/21/2004

Part 4 Comments

2. The additional width of the new bridge is expected to reduce potential for accidents.
By: Daniel C. Fisher 07/21/2004
4. This project will affect a small amount of property TVA transferred to TWRA and now part of the Hiwassee Wildlife Preserve. However, TDOT completed a Section 4(f) evaluation and received a letter from TWRA stating that impacts to its property will be insignificant.
By: Daniel C. Fisher 11/18/2004

CEC Comment Listing

7. The proposed new bridge and approach fill are somewhat higher in elevation to accommodate barge traffic, but they will result in no significant difference from visual impacts of existing bridge, which will be removed.
By: Daniel C. Fisher 11/16/2004
8. There are two developed recreation areas adjacent to the proposed bridge alignment route which include Agency Creek Campground (under concessionaire lease) and Maigs County's boat access area (under license). Neither of these land areas will be directly affected as a result of the new bridge and TDOT has proposed adequate post-construction access for both. Some informal recreational access for bank fishing in the vicinity will likely be lost as a result. There should be some traffic congestion and possible short-term delays; however, these are minor effects of a temporary nature. Improvements to the bridge and State Route 58 should have overall positive effects on potential recreation customers traveling to these existing recreation areas.
By: Charles H Ellenburg 06/10/2004
9. Please see attached document.
By: Kelle H Hammond 06/17/2004
Files: 152418cch - 26a - Hiwassee River Mile 7.5 - Gary Palmer, TDOT.doc 06/17/2004 11,264 Bytes
10. The proposed bridge will resolve current highway safety problems.
By: Daniel C. Fisher 11/16/2004

CEC Permit Listing

Part 8 Permits

5. Section 404 Permit (Clean Water Act)
By: Daniel C. Fisher 07/21/2004

CEC Commitment Listing

Part 3 Commitments

6. Contractor shall comply with all federal, state, and local laws and all TVA regulations.
By: Philip J Mummert 08/04/2004
6. All recyclable materials will be recycled.
By: Philip J Mummert 08/04/2004

Parr, Kenneth P.

From: Fisher, Daniel C.
Sent: Tuesday, July 27, 2004 7:29 AM
To: Parr, Kenneth P.
Subject: XTCR-202H - Hwy 58 Bridge Replacement - Bridge Removal

-----Original Message-----

From: Gary Palmer [mailto:Gary.Palmer@state.tn.us]
Sent: Monday, July 26, 2004 4:18 PM
To: Fisher, Daniel C.
Subject: Bridge Removal

Dan,

1. The steel of the structure will be blown into the river and hauled off by the contractor and sold as scrap.
2. The concrete parts of the bridge will be deposited in a landfill chosen by the contractor.
3. The piers in the navigational channel will be removed to E. 658.00; all other piers will be removed at or below the mud line.

Let me know if you need further information.

Gary

08/19/2004

Parr, Kenneth P.

From: John Hewitt [John.Hewitt@state.in.us]
Sent: Friday, August 20, 2004 10:43 AM
To: Fisher, Daniel C.
Cc: Farmer, Maryellen J LRN; Palmer, Gary; Parr, Kenneth P.
Subject: Re: SR 58 Replace Russell Ferry Bridge at Hiwassee RM 7.5 - StateProj. No. 61003-224

Hello,

While thinking about this project this morning, I recalled that one of you (Maryellen, I think) asked about the potential use of haul roads on this project. This is the reply we have received from our roadway designer and construction office.

"We will build the fill and put equipment out onto the fill to continue building the fill. The piers will be built from a barge in the water. There will be no haul roads."

Please let me know if you need any further information.

Thanks,
John

08/25/2004

Entered in ENTRAC 05/17/04

SECTION 26a FILE 152418, CEC 7100 - SR-58 BRIDGE REPLACEMENT - GARY PALMER,
TENNESSEE DEPARTMENT OF TRANSPORTATION - HIWASSEE RIVER MILE 7.5 -
CHICKAMAUGA RESERVOIR - D-STAGE MAP 39D

The Tennessee Department of Transportation has submitted plans to replace the existing SR-58 Bridge at Hiwassee River Mile 7.5. The replacement bridge will be located immediately adjacent to and downstream of the existing bridge. The horizontal clearance of the navigation span will be increased to 295 feet and the vertical clearances will be 43.6 feet above the normal summer pool elevation and 35.2 feet above the regulated high water. During construction, the navigation channel span should not be restricted. The new navigation channel span piers will be located so as not to decrease the horizontal clearance of the existing bridge.

The proposed clearances meet our minimum requirements for bridges at this location. We, therefore, recommend issuance of the requested permit.

KHH

cc: Files, RO, WT 10C-K
Cathy Elliott, USACE, Lenoir City, TN
26a Memo/152418



RECEIVED

MAR 12 2003

TDOT
Environmental Permits Section

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PLANNING AND PERMITS DIVISION
SUITE 800, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-0334

February 12, 2003

Mr. Gary Corino
Acting Division Administrator
Federal Highway Administration
640 Grassmore Park, Suite 112
Nashville, Tennessee 37211

Subject: Region 2, Bridge Replacement Categorical Exclusion

Dear Mr. Corino:

The proposed project involves the replacement of the existing bridge. The description of the proposed action is included in the enclosed Advanced Planning Report.

County	Project No.	L.M.	Bridge Location	SHPO	USFWS
Meigs	BR-STP-58(13) 61003-2243-94 101554	3.22	SR-58 bridge over Hiwassee River	06/18/02	07/19/01

During early coordination with the Tennessee Fish and Wildlife Agency and TVA, it was decided to build the new bridge to the west of the existing bridge. This will require the acquisition of about 0.766 acres from the Hiwassee Wildlife Refuge. The Refuge is given protection under Section 4(f) of the Department of Transportation Act of 1966. A Nationwide Programmatic Section 4(f) has been prepared and is attached.

The design plans will contain erosion control measures for the project. These measures will be monitored and enforced.

The new bridge will provide increased horizontal clearance for the navigation spans of 295 feet and vertical clearance of 43.6 feet above normal water and 35.2 feet above regulated high water. Clearances are in accordance with the TVA Criteria for Bridge and the U.S. Coast Guard guidance for this site.

New piers will be constructed within steel pile cofferdams driven into the substrate. The size of the cofferdams will minimally reduce horizontal clearances to less than the final proposed bridge only during construction. At no time will the clearance be reduced to that of the existing bridge or the 250 feet required by the Coast Guard. Main pier foundation construction will be accomplished by barge and/or within cofferdams. Haul roads made of clean shot rock may be used for construction of the first four piers from each bank. No falsework will be required.

The Department will coordinate design of the proposed bridge with the U.S. Coast Guard (bridge permit), U.S. Army Corps of Engineers (Section 404 permit), and TVA (section 26A review). Construction activities will be coordinated with the U.S. Coast Guard, such that there will be minimum disruption of river traffic and no compromise of safety for river traffic.

Mr. Charles Boyd
Date
Page -2-

The Office of Environmental Planning and Permits has reviewed the proposed project for compliance with environmental laws and regulations. The project as proposed will not individually or cumulatively have any significant environmental impacts. It is our recommendation that these projects be classified as categorical exclusions under provisions of 23CFR771.117.

Sincerely,
Michael A. Crabo

Michael A. Crabo

Roadway Specialist 2

Concurrence: *Mark Dorian* Date: 3/11/03
FHWA Division Administrator

Co: Dennis Cook
File



JAB
Love

RECEIVED

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
NASHVILLE, TENNESSEE 37243
AUG 9 2001
ENVIRONMENTAL PLANNING
AND PERMITS

MEMORANDUM

TO: Mr. Jim Bryson, Director, Environmental Planning and Permits Division

FROM: Mr. Edward P. Wasserman, Director, Structures Division *JAB*
(F-1)

DATE: August 1, 2001

SUBJ: P.E. #: 61003-1242-94
State Route 58
Bridge and Approaches over
Hiwassee River at L.M. 5.22
Meigs County

Please find enclosed a description of the navigation impacts at the subject location. The attachment may be included in the environmental documents that have yet to be completed. If it is not required, then we will include it in the US Coast Guard application.

When the environmental documents (i.e. the Categorical Exclusion or the FONSI and the Environmental Assessment) are completed for the subject project, please forward one copy to the Hydraulics Section and a copy to the US Coast Guard. The other materials for Coast Guard application have been prepared.

The subject project is currently scheduled for the October 2001 letting.

PLS:JKZ:pc

Enclosure

Navigation Impacts

The proposed replacement bridge carrying State Route 58 over the Hiwassee River will be located immediately adjacent to and downstream of the existing bridge. The new bridge will provide increased horizontal clearance for the navigation spans of 295 feet and a vertical clearance of 43.6 feet above normal water and 35.2 feet above the regulated high water. Clearances are in accordance with the TVA Criteria for Bridges and the US Coast Guard guidance for this site.

New piers will be constructed within steel sheet pile cofferdams driven into the substrate. The size of the cofferdams will minimally reduce horizontal clearances to less than the first proposed bridge only during construction. At no time will the clearance be reduced to that of the existing bridge or the 250 feet required by the Coast Guard. Main pier foundation construction will be accomplished by barge and/or within cofferdams. Haul roads made of clean shot rock may be used for construction of the first four piers from each bank. No falsework will be required.

The Department will coordinate design of the proposed bridge with the US Coast Guard (bridge permit), US Army Corps of Engineers (Section 404 permit), and TVA (section 26A review). Construction activities will be coordinated with the US Coast Guard, such that there will be minimum disruption of river traffic and no compromise of safety for river traffic.



RECEIVED

OCT 03 2003

TDOT
Environmental Permits Sec.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DIVISION OF STRUCTURES
SUITE 1300, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0339

GERALD F. NICELY
COMMISSIONER

PHIL BREYERSEN
COMMISSIONER

MEMORANDUM

TO: Mr. John Hewitt, TDOT Environmental Planning & Permits

FROM: Mr. Edward P. Wasserman, Director, Structures Division *JKZ*
(for)

DATE: October 2, 2003

SUBJ: State Route 58
Bridge & Approaches over
Hiwassee River at L.M. 5.22
Meigs County

The Hydraulics Section has completed the analysis of the fill below the flood and power storage levels due to the replacement of the bridge over the Hiwassee River, which is impounded by Chickamauga Lake at the project location. The analysis of costs and alternatives to the fill is attached and may be used for FVA 26a permitting.

If we can be of further assistance, please advise.

JKZ:pc

Enclosures

Cc: Mr. Kevin Brown, TDOT Environmental Planning & Permits, Region 1
Mr. Jim Johnston, TDOT Survey and Design, Region 2

**TVA Power and Flood Control Storage Loss
SR-58 over Hiwassee River - Meigs County, Tennessee
September 26, 2003**

History of the Project

The Tennessee Department of Transportation (TDOT) is replacing the bridge over the Hiwassee River on State Route 58 in Meigs County, Tennessee. The bridge is known as the Russell Ferry Bridge and is located at river mile 7.51 upstream of the Tennessee River at river mile 499.4 in Chickamauga Lake.

The proposed replacement bridge will be located immediately adjacent to and downstream of the existing bridge. The new bridge will be 1810 feet long and will provide increased horizontal clearance for the navigation spans of 295 feet and a vertical clearance of 44.9 feet above normal water and 38.7 feet above the regulated high water. Clearances are in accordance with the TVA Criteria for Bridges and the U.S. Coast Guard (USCG) guidance for this site. The USCG permit was applied for on March 24, 2003 and was placed on public notice on June 3, 2003.

The TDOT Bureau of Planning and Development on August 31, 1999 released an advanced planning report. The report stated that the bridge could feasibly be located to either side of the existing bridge and the decision would likely be based on right of way, recreational areas, and the Hiwassee Wildlife Refuge boundary. Two residences are located on the downstream side and a Tennessee Wildlife Resources Agency (TWRA) boat ramp and parking area is located on the upstream side.

Additionally the potential for archaeological finds was present on both sides of the existing bridge and an investigation has been done by the Environmental Planning and Permits Division to meet all federal and state archaeological guidelines. Mudflats also existed on both sides of the alignment, which are potential wetland impacts. Steps to mitigate any wetland impacts according to U.S. Army Corps of Engineers (USACE) Section 404 guidelines will be taken.

The original alignment investigated was to the upstream side. A meeting was held on site April 26, 2000 with personnel from TDOT, TWRA, and TVA to discuss the proposed alignment. Both TVA and TWRA agreed that the alignment should be shifted to the downstream side where it is currently proposed.

On July 19, 2001, the US Fish and Wildlife Service issued a letter stating that no endangered or threatened species have been found in the project impact area. In February 2003, a Programmatic Section 4(f) evaluation was prepared and issued by the TDOT Environmental Planning and Permitting Division in response to the acquisition of 0.766 acres of the Hiwassee Wildlife Refuge. A Categorical Exclusion was also issued by the Federal Highway Administration (FHWA) on February 12, 2003.

There are no flood elevations for the Hiwassee River published in the FEMA flood study for Meigs County, however TVA has developed flood profiles for the area where the bridge replacement will occur. These elevations have been used during analysis of the proposed bridge.

Proposed Improvements

As described previously, the new bridge will be 1810 feet long and 46 feet wide carrying two 12 feet wide lanes of traffic and 10 foot wide shoulders. The proposed bridge is 742 feet longer than the existing bridge eliminating that length of fill in the reservoir. The existing bridge is a high steel truss and was built in 1929. The bridge has a sufficiency rating of 33.5 out of 100, indicating that it is functionally or structurally deficient and qualifies for replacement under FHWA guidelines.

The proposed bridge will be constructed to the downstream side of the existing, so that traffic can be maintained on the existing until the proposed is complete. Traffic will then be shifted to the new bridge, so the old one can be dismantled. This will allow the unnecessary portion of the existing fill to be removed further minimizing the amount fill placed in the reservoir.

The route carries approximately 4800 cars a day currently and is estimated to carry 9600 by the year 2023. The proposed bridge will be safer for the traveling public and more cost efficient to maintain and/or widen in the future.

Anticipated Amount of Flood Control and Power Storage Loss

The elevations of the existing and proposed bridges are both well above the flood stages for the Hiwassee River and Chickamauga Lake to accommodate USCG clearance requirements. Fill will have to be placed in the reservoir, however to carry the roadway and bridge approaches.

The power storage zone for Chickamauga Lake is between elevations 675.0 and 682.5. The flood control storage zone is between elevations 675.0 and the TVA flood Risk Profile (FRP) elevation of 690.9. The net fill after the available existing fill material is removed below the FRP elevation is 6746 cubic yards or 4.18 acre-feet. This exceeds the 1 acre-foot limit that TVA has set for classification of a project as a repetitive action.

Alternatives Considered

- 1) TDOF considered upgrading and maintaining the existing bridge as an alternative to replacement. This alternative was not chosen because the existing bridge is a high steel truss that has a high maintenance cost and can not be widened to address the functional deficiencies, including lack of shoulders and narrow lane widths making the bridge less safe for motorists. Keeping the bridge would require a repair project costing approximately \$500,000 and interim smaller repairs to the high steel truss would be required thereafter.

- 2) TDOT considered spanning the entire Lake boundary. This alternative was not chosen because it is cost prohibitive. Eighteen additional spans would have been needed to span the floodplain at an additional cost of more than \$4.3 million.
- 3) TDOT considered spanning the floodplain to a point where the proposed fill and the existing fill removed would approximately balance out resulting in less than 1 acre-foot of fill in the reservoir. This alternative was not chosen because it was cost prohibitive. This would require eight additional spans at a cost of more than \$1.9 million.
- 4) TDOT has considered excavating material in the vicinity of the project site and hauling it upland. The material excavated would not be suitable road fill material, so it must be hauled upland. The cost to relocate 6746 cubic yards of material at \$10 per cubic yard would be \$67,460. This is not a desirable option due to the presence of wetlands and possible archaeological sites in the surrounding areas.
- 5) TDOT has considered dredging the channel leading to the TWRA boat ramp adjacent to the roadway fill to improve access and egress and to further reduce the net amount of fill placed in the reservoir. This is still under investigation and will require TWRA, USACE, and TVA approval as well. No cost data is available at this time.

When evaluating the above alternates, it is apparent that there is no reasonable alternative to avoid the loss of power and flood control storage.

Benefits of the Project

State Route 58 is the only crossing of the Hiwassee River in Meigs County and the next crossing several miles upstream is Interstate 75 in McMinn County. This makes the State Route 58 crossing very valuable. The existing bridge is deficient in lane widths, lack of shoulders, vertical alignment, carrying capacity, and operating speed. Replacement of this bridge will make this route safer for the traveling public and lead to more efficient movement of goods and services through the area. Fire, police, and ambulance services will be aided by easier, faster, and safer travel.

This project will greatly benefit the traveling public and the fill in the reservoir has been minimized to the extent practicable.

**TENNESSEE DEPARTMENT OF TRANSPORTATION
NATIONWIDE PROGRAMMATIC
SECTION 4(f) EVALUATION**

Proposed Bridge Replacement Project
State Route 58, Bridge and Approaches
Over the Hiwassee River, Log Mile 5.22

Meigs County



February, 2003

Environmental Planning and Permitting Division
Suite 900 James K. Polk Building
505 Deaderick Street
Nashville, TN 37219
615-741-3653
fax: 615-741-1098

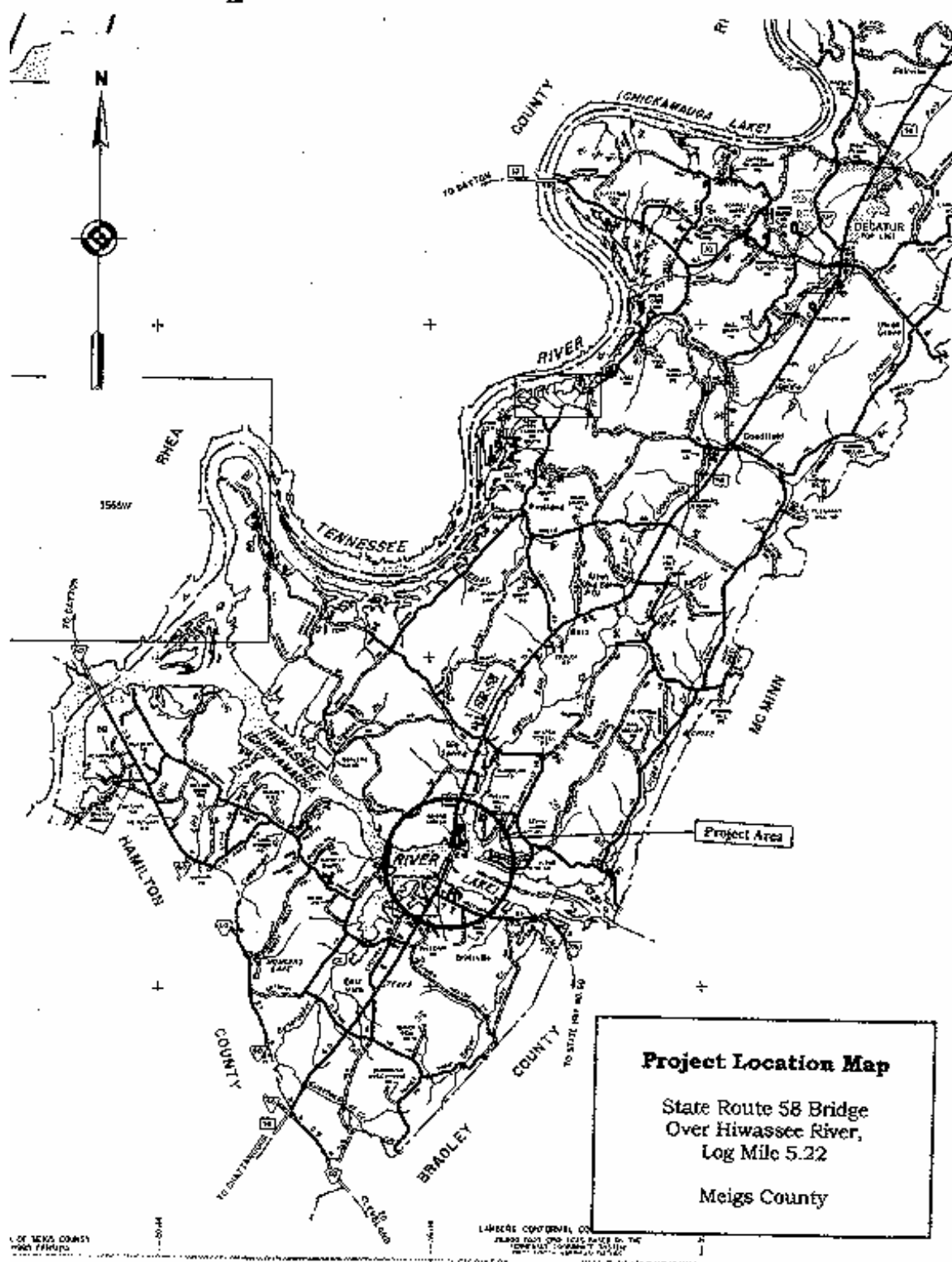
Proposed Action

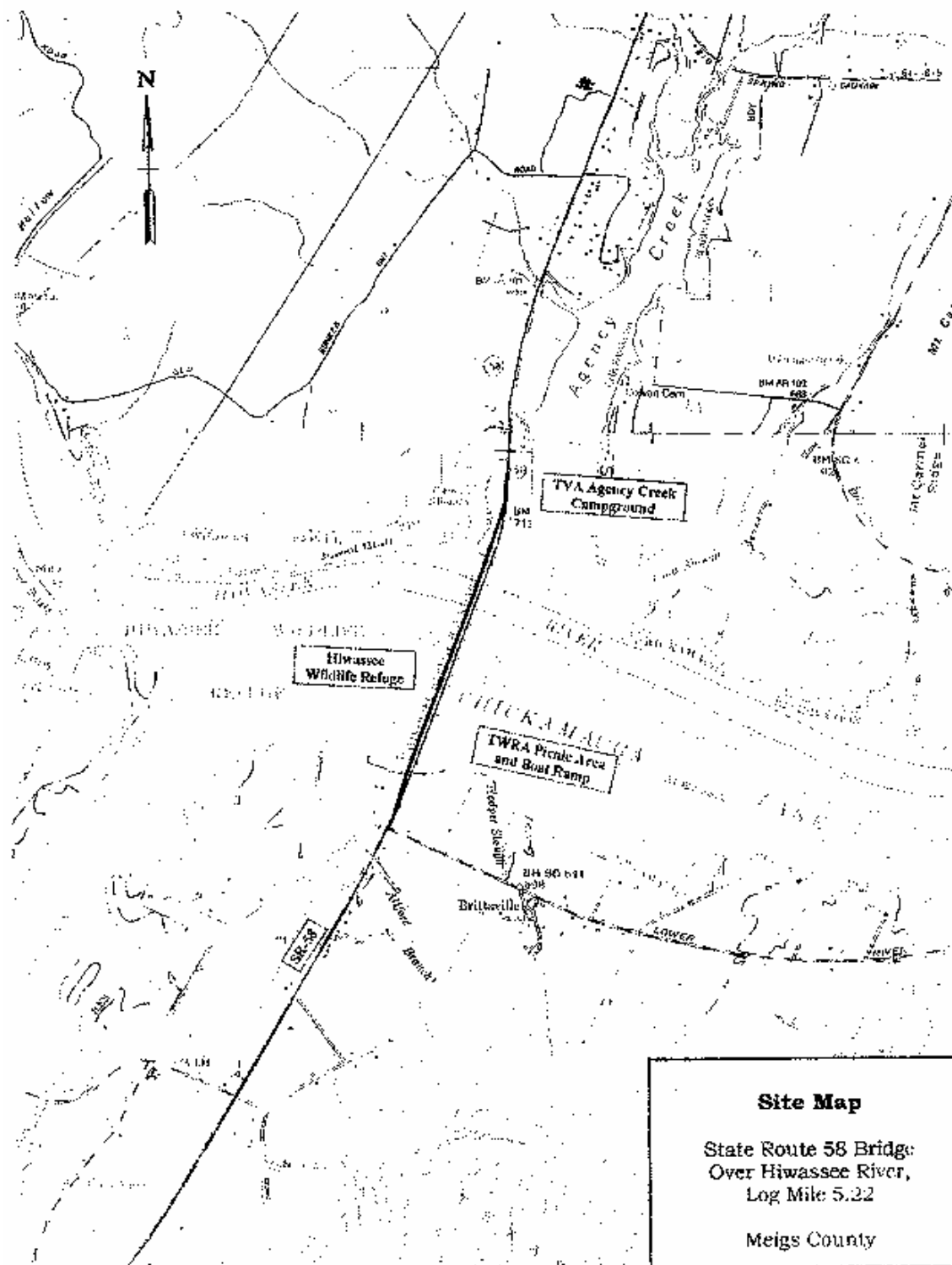
The Tennessee Department of Transportation with funding made available through the Federal Highway Administration plans to replace the bridge on State Route 58 over the Hiwassee River (LM 5.22) in Meigs County (See Project Location Map). The new bridge will be build west (downstream) of the existing structure. During construction, traffic will be maintained on the old bridge. After completion, this structure will be removed.

The existing bridge was built in 1929. It has 14 concrete approach spans and 3 high steel truss main spans. The deck is 20' curb to curb. Its substructure is concrete. It has a 15' 4" vertical clearance. The load limit is 14 tons. Its sufficiency rating is 33.5. The approach alignments are tangent and are 22' with 5' shoulders. The proposed bridge approaches will also be 22' with 4' shoulders. The horizontal curves will have a 60 mph design speed. The new bridge width will be 44'. The new approaches will 22' with 10' shoulders.

Traffic forecast indicate the about 4800 vehicles per day in 2003 and about 9600 vehicles per day in 2023 will use the bridge.

The Hiwassee Wildlife Refuge boundary follows the west right-of-way line of State route 58. This area is under the jurisdiction of the Tennessee Fish and Wildlife Resources Agency. In order to replace the old bridge, it will be necessary to acquire 0.766 acres of property from the Refuge. This requires a determination under Section 4(f) of the Department of Transportation Act on 1966. This report is to server as the necessary documentation for the Nationwide Programmatic Section 4(f) Evaluation for use of a minor amount of land from a recreational area.





Section 4(f) Property and Impacts

The State Route 58 Bridge spans the Hiwassee River (Chickamauga Lake) in Meigs County. The highway is a route between Chattanooga and Oak Ridge. It parallels I-75 to the east. It is one of three river crossings. State Route 58 not only serves local individual and commercial traffic; it also serves three recreational areas at the river crossing. The Hiwassee Wildlife Refuge (operated by TWRA) is located on the west side of the project area. Its boundary is adjacent to the highway the entire length of the project area. The TWRA also operates a boat ramp and picnic area in the southeast quadrant of the project area. The TVA operates the Agency Creek Campground in the northeast quadrant. By coordination this project with these agencies, it was decided to construct the new bridge to the west of the old bridge. This would avoid impacts to the recreational areas operated by TVA and TWRA.

The Hiwassee Wildlife Refuge contains about 2500 acres of property. The project will require 0.76 of one acre of right-of-way from within the Refuge boundaries. The amount and location of the land to be used will not impair the use of the remaining Refuge, in whole or in part, for its intended purpose.

The proposed project has been coordinated with the TWRA that operates and maintains the Refuge. In a letter dated February 10, 2002, TWRA officials stated, "the project will not result in any temporary or permanent adverse change to the activities, features or function of the Hiwassee Wildlife Refuge ." (See Appendix). ²⁰⁰³

The proposed project will not impact historic or archaeological resources. There will be no impact on endangered or threatened species.

Avoidance Alternatives:

Alternatives have been considered to avoid the use of the Hiwassee Wildlife Refuge.

1) Do-Nothing Alternative

This alternative is not considered prudent because it would do nothing improve the structural or approach deficiencies of

the existing bridge. The abandonment of this project would not be in the best interest of the motoring public.

2) Improvements to the Existing Bridge

Improvements to the existing system is not considered a reasonable solution. To replace the truss spans, the road would have to be closed during construction. There is a river crossing on both sides of State Route 58. State Route 60 crosses to the west and Interstate 75 crosses to east. However, using either of these crossings would cause inconvenience to the motorist due to the long detour.

The alternatives described above would either not adequately address the bridge deficiencies or would not be prudent due to impacts to the project area. Once construction of the proposed project has been completed, the Hiwassee Wildlife Refuge would remain virtually unchanged with no permanent impact to the existing or planned activities. Therefore, it would not be feasible or prudent to avoid the use of the Section 4(f) land by any of the avoidance alternatives.

Mitigation Measures

As has been previously discussed, the proposed project will necessitate the use of the Hiwassee Wildlife Refuge. In order to minimize project impacts to the recreational areas in the project area, it was decided to build the new bridge on the west side of the old bridge. This was preferred by those agencies having jurisdiction over the recreational areas. By avoiding TWRA's boat ramp and picnic area and TVA's Agency Creek campground with this alignment, only the wildlife refuge will be impacted by the project.

Coordination

The project has been developed in consultation with the Tennessee Wildlife Resources Agency, which has jurisdiction over the Hiwassee Wildlife Refuge and the boat ramp and picnic area and TVA which has jurisdiction over the Agency Creek campground. They participated in a preliminary field review with the Department of Transportation concerning the project in April 2002. Impacts and mitigation measures were addressed at that time. Their recommendation was to project alignment from the east side of the old bridge to the west side.

Conclusion

The proposed project to replace the State Route 58 Bridge with a new bridge on new alignment west of the existing bridge will result in a right-of-way take from the Hiwassee Wildlife Refuge. Alternatives to avoid taking land from within the park, including No-Build, Rehabilitation, and Abandonment, were considered. The No-Build and Rehabilitation alternatives were discarded because they did not adequately meet the current safety needs of the motoring public.

It is the opinion of TDOT that the avoidance alternatives are not prudent and feasible to avoid the use of the John Muir Trail. This document is intended to serve as the proper Section 4(f) Evaluation. Since none of the alternatives proved to be prudent and feasible, the proposed alternative will to construct a new bridge on new location west of the existing bridge.

Appendix



TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 538-1550

October 31, 2001

Mr. Gerald Kline
Tennessee Department of Transportation
Environmental Planning Office
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

RE: FHWA, PHASE I ARCHAEOLOGICAL ASSESSMENT, 1 BR./SR-58 LOG MILE 5.22,
UNINCORPORATED, MEIGS COUNTY.

Dear Mr. Kline:

At your request, our office has reviewed the above-referenced archaeological survey report in accordance with regulations codified at 38 CFR 800 (Federal Register, December 12, 2000, 77898-77739). Based on the information provided, we concur that the project area contains archaeological resources potentially eligible for listing in the National Register of Historic Places. Sites 40MG83, 40MG99, 40MG219, 40MG82, 40MG90, and 40MG214 should either be submitted to Phase II archaeological testing, or avoided by all ground-disturbing activities.

Upon receipt of the Phase II testing report or avoidance strategy, we will complete our review of this undertaking as expeditiously as possible. Please submit a minimum of two copies of each final report and complete Tennessee Site Survey Forms to this office in accordance with the Tennessee Historical Commission Review and Compliance Section Reporting Standards and Guidelines. Until such time as this office has rendered a final comment on this project, your Section 106 obligation under federal law has not been met. Please inform this office if this project is canceled or not funded by the federal agency. Questions and comments may be directed to Jennifer M. Bartlett (615) 741-1586, ext. 17.

Your cooperation is appreciated.

Sincerely,

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jmb



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PLANNING AND PERMITS DIVISION

SUITE 900, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-0334
(615) 741-3257
Fax: (615) 741-4098

June 14, 2002

Mr. Herbert L. Harper
Executive Director and Deputy
State Historic Preservation Officer
Tennessee Historical Commission
2941 Lebanon Road
Nashville, Tennessee 37243-0442

Re: State Route 58, Bridge over the Hiwassee River (Log Mile 5.22), Meigs County.

Dear Mr. Harper,

Tennessee Department of Transportation (TDOT) engineers have shifted proposed construction of the new SR-58 bridge to the west side of the existing bridge to avoid archaeological resources located in or near the area of potential effect (APE). The archaeological APE now extends approximately 50' (15m) west and 330' (100m) north and south of the existing bridge.

Between 1987 and 1993, Garrow and Associates recorded six archaeological sites in the vicinity of the SR-58 bridge over the Hiwassee River during annual TVA draw downs of Chickamauga Lake. Of these, 40MG82, 40MG83, 40MG90, 40MG214, and 40MG219 are outside of the APE and will not be affected. However, site 40MG99 is located just inside the APE. In 1988, Garrow and Associates reported that 40MG99 was completely destroyed by "wave action" and did not recommend further work at this site (TDOA site file 40MG99).

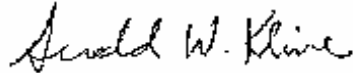
In 1999, Weaver and Associates conducted a cultural resources assessment of the APE and identified the archaeological sites listed above during their record search, as well as two previously unrecorded historic structures during their field inspection. Weaver and Associates concluded that the two historic structures were ineligible for the National Register, but that the archaeological sites were potentially eligible and recommended them for Phase II archaeological testing if they could not be avoided.

Field visits by TDOT personnel in 2000 revealed that the archaeological sites, including 40MG99, were completely inundated and inaccessible. Based on Garrow and Associates original survey and recommendation, as well as our field visit, it is our opinion that no historic properties will be affected by this project.

Mr. Herbert Harper.
June 14, 2002
Page -2-

Persuant to Section 106 of the National Historic Preservation Act (as amended) and implementing regulations 36 CFR 800, please review this project in light of the avoidance strategy discussed above and provide us with your comments. If there are any questions, please contact Phil Hodge at 253-2472 or me at 741-5257. I appreciate your assistance.

Sincerely,



Gerald W. Kline
Archaeologist Supervisor

GWK:prh

cc. Mrs. Jennifer M. Barnett
Reading File



TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2241 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550

June 18, 2002

Mr. Gerald Kline
Tennessee Department of Transportation
Environmental Planning Office
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

RE: FHWA, , ARCHAEOLOGICAL AVOIDANCE STRATEGY, 1 BR./SR-58 LOG MILE 5.22,
UNINCORPORATED, MEIGS COUNTY, TN

Dear Mr. Kline:

At your request, our office has reviewed the above-referenced archaeological survey report in accordance with regulations codified at 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739). Based on the information provided, we find that the project area contains no archaeological resources eligible for listing in the National Register of Historic Places.

Therefore, this office has no objection to the implementation of this project. If project plans are changed or archaeological remains are discovered during construction, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act.

Your cooperation is appreciated.

Sincerely,

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jmb



TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550

June 18, 2002

Mr. Gerald Kline
Tennessee Department of Transportation
Environmental Planning and Permits Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

RE: FHWA, ARCHAEOLOGICAL AVOIDANCE STRATEGY, 1 BR/
SR-58 LOG MILE 5.22, UNINCORPORATED, MEIGS COUNTY, TN

Dear Mr. Kline:

At your request, our office has reviewed the above-referenced additional documentation in accordance with regulations codified at 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739). Based on the information provided, we find that the project area contains no historic properties eligible for listing in the National Register of Historic Places.

Therefore, this office has no objection to the implementation of this project. If project plans are changed or archaeological remains are discovered during construction, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act.

Your cooperation is appreciated.

Sincerely,

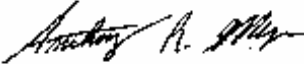
A handwritten signature in cursive script, reading "Herbert L. Harper".

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jmb

4/23/04

According to Ms. Martha Carver, Technical Studies Office (Historical Section) the State Historic Preservation Office (SHPO) has said the bridge is not eligible for the National Register of Historic Places. Therefore, a MOA regarding adverse effects or the disposition of the old bridge is not needed.


4/26/04



United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501
July 19, 2001

Ms. Lilah Miller
Tennessee Department of Transportation
Suite 900, James K. Polk Building
565 Deaderick Street
Nashville, Tennessee 37243-0334

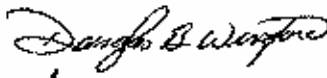
Dear Ms. Miller:

Thank you for your letter and enclosures of June 20, 2001, concerning the proposed replacement of the existing State Route 58 bridge over the Hiwassee River in Meigs County, Tennessee. Fish and Wildlife Service (Service) personnel have reviewed the information submitted and we offer the following comments.

Endangered species collection records available to the Service do not indicate that federally listed or proposed endangered or threatened species occur within the impact area of any of the projects identified on the attached list. We note, however, that collection records available to the Service may not be all-inclusive. Our data base is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitat and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality. However, based on the best information available at this time, we believe that the requirements of Section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. Obligations under Section 7 of the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

Your concern for the protection of endangered species is appreciated. If you have questions, or if we can be of further assistance, please contact Timothy Merritt of my staff at 615/528-6481, ext. 211.

Sincerely,


Lee A. Barclay, Ph.D.
Field Supervisor



United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501

March 23, 2004

Ms. Lilah Miller
Tennessee Department of Transportation
Environmental Planning and Permits Division
Suite 900, James K. Folk Building
505 Deadrick Street
Nashville, Tennessee 37243-0334

Re: FWS #04-0844

Dear Ms. Miller:

Thank you for your letter and enclosures of March 10, 2004, regarding the Tennessee Department of Transportation's (TDOT) proposed replacement of the State Route 58 Bridge over the Hiwassee River in Meigs County, Tennessee. TDOT proposes to permanently impact 3.6 acres of wetlands and mitigate this impact at a 4:1 ratio at the Coffee County Wetland Mitigation Bank. This letter provides our formal approval, as a member of the Mitigation Bank Review Team, to withdraw 14.5 credits to mitigate these wetland impacts.

Thank you for the opportunity to comment on this proposed action. If you have any questions regarding the information which we have provided, please contact Robbie Sykes of my staff at 931/528-6481, extension 209.

Sincerely,

Lee A. Barclay, Ph.D.
Field Supervisor



TENNESSEE VALLEY AUTHORITY

ID# 152418 (RLR assign) (25)
DATE DEC 30 2003 SC:00ICTJD# 5,000.00
LK 23171003
OAS 12/30/03**APPLICATION FORM
LAND USE**

DCF

XTCR-202H

Tennessee Valley Authority (TVA) Resource Stewardship receives several hundred requests annually for use of TVA land or landrights. Please fill out this application completely. TVA has implemented a cost recovery system so that those who benefit directly from the use of public lands reimburse TVA for its total cost. The appropriate initial payment or standard fee must be included with your application. You will be billed for any additional costs for those actions that exceed the initial payment. Please see the attached sheet TVA Land Transaction Fees for additional information. If you have any questions, please call your local TVA Resource Stewardship Watershed team.

1. Name and Mailing Address of Applicant: Tennessee Dept. of Transportation Suite 600, James K. Polk Building Nashville, TN 37243-0337 Home Telephone No. _____ Office Telephone No. <u>615-253-1113</u> E-Mail Address <u>gary.palmer@state.tn.us</u> Social Security No. or Federal ID No. _____	2. Name, Address, and Title of Authorized Agent: (i.e., builder, engineer.) Include a letter confirming your authorization. Mr. Gerald P. Nicely, Commissioner Tennessee Dept. of Transportation Suite 700, James K. Polk Building, Nashville, Home Telephone No. _____ TN 37243- Office Telephone No. <u>615-741-2848</u> 0337												
3. Location: Attach a location map and a map showing boundaries of TVA land needed. Subdivision: <u>SR 58, Bridge Over</u> Lot Number: <u>Hiwassee River @ LM 5.22, Maize County, TN</u> Reservoir: _____ River: _____ River Mile: _____	4. Type of Land Use Required: Please call your local TVA Resource Stewardship Watershed Team (WTT) listed on page 2 to help us determine the appropriate TVA action needed. <table border="0"> <tr> <td>Approval by TVA WTT:</td> <td>Approval by TVA Board:</td> </tr> <tr> <td><input type="checkbox"/> Land Use Permit</td> <td><input checked="" type="checkbox"/> Easement</td> </tr> <tr> <td><input type="checkbox"/> License Agreement</td> <td><input type="checkbox"/> Deed Modification</td> </tr> <tr> <td><input type="checkbox"/> Surrender Agreement</td> <td><input type="checkbox"/> Lease (____ years needed)</td> </tr> <tr> <td>(Complete page 1 only)</td> <td><input type="checkbox"/> Abandonment</td> </tr> <tr> <td></td> <td><input type="checkbox"/> Land Transfer</td> </tr> </table>	Approval by TVA WTT:	Approval by TVA Board:	<input type="checkbox"/> Land Use Permit	<input checked="" type="checkbox"/> Easement	<input type="checkbox"/> License Agreement	<input type="checkbox"/> Deed Modification	<input type="checkbox"/> Surrender Agreement	<input type="checkbox"/> Lease (____ years needed)	(Complete page 1 only)	<input type="checkbox"/> Abandonment		<input type="checkbox"/> Land Transfer
Approval by TVA WTT:	Approval by TVA Board:												
<input type="checkbox"/> Land Use Permit	<input checked="" type="checkbox"/> Easement												
<input type="checkbox"/> License Agreement	<input type="checkbox"/> Deed Modification												
<input type="checkbox"/> Surrender Agreement	<input type="checkbox"/> Lease (____ years needed)												
(Complete page 1 only)	<input type="checkbox"/> Abandonment												
	<input type="checkbox"/> Land Transfer												

5. Proposed Time Schedule for your Project:Start date: 2/2004Projected completion date: 2/2009**6. Describe your project, its purpose and intended use:**

Describe the proposed development, on or off TVA land. Include a general description of proposed structures to be erected and land disturbance including vegetation removal, fills or excavations. Attach a copy of detailed plans as appropriate. The Dept. to construct a new bridge over the Hiwassee River consisting of 2 12-ft. wide travel lanes with 10-ft. wide shoulders and guardrails; also the bridge approaches will provide improved view sight and drainage.

7. Will federal assistance be used as part of this project? ☒ Yes ☐ No

If yes, describe activity and complete Applicant Information Pre-Award Form.

8. Authorization for TVA to process your application:

Application is hereby made for approval of the land use described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities. By submitting this request, I understand business credit checks will be performed as part of the normal business procedure.

PAYMENT TERMS: Payment for Land Transaction Fees and any related costs are due Net thirty (30) days from the date of invoice. On any overdue payment, TVA shall charge interest at the rate payable by TVA under the United States Prompt Payment Act (31 U.S.C. §§3901-3906), from the date payment is due until the date TVA receives payment. Payment of interest shall be due within thirty (30) days after TVA's invoice for such interest is dated.

Failure by the Customer to pay all invoices within sixty (60) days will result in termination of the request.

I understand and agree to pay all of TVA's costs associated with the processing of this application (if it is not a minor land action covered by the standard fee), and that the standard fee or initial processing fee is nonrefundable and does not guarantee TVA approval; that TVA may impose terms and conditions at the time of approval; and that these fees are in addition to any payment that may be required for the purchase or use of TVA land.

Date _____

Signature of Applicant _____

A. Projected cost estimate and funding source (if project is to be completed in phases, please include time schedule and costs for each phase):

100% Federally Funded: \$12.5 Million Estimated

Long-Term

NA

The motoring public will benefit from improved traffic flow and enjoy upgraded safety features (wider lanes, 10' shoulders, guardrails, etc.).

N/A

13/3

Issuing Agency	Type Approval	Identification Number	Date of Application	Date of Approval
TVA	264			
Corps	404 Ind. Permit			
TDEC	401 Water Quality Certif.			

☒ No ☐ Yes (If "Yes", attach explanation) NPDES Permit

A complete request should include:

1. This completed application form and a check or money order with Social Security Number or Federal ID Number on the check made payable to "TVA" for the appropriate land transaction fee.
2. A location map indicating the area of TVA land or landrights affected by the project.
3. Drawing(s) or plan(s) of any proposed construction activity or development which would result if land or landrights are granted.
4. Monthly invoice payments should be mailed to the TVA address as shown on the invoice.

Tennessee Valley Authority

Team Manager
Acceptance of Request



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUITE 600, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0337

GERALD F. NICELY
COMMISSIONER

PHIL BREDESEN
GOVERNOR

December 18, 2003

CERTIFIED MAIL

Tennessee Valley Authority
Attn: Mr. Dan Fisher
Land Use Specialist
Chickamauga/Nickajack Watershed
1101 Market Street (PSC 1E)
Chattanooga, Tennessee 37402-2801

Re: Project No. BR-STP-58 (13); 61003-2243-94
Tract No. 6; Meigs County
T.V.A.; Land Use Application

Dear Mr. Fisher:

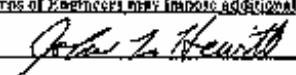
The Tennessee Department of Transportation proposes to construct a new structure to cross the Hiwassee River on State Route 58 at Log Mile 5.22 in Meigs County. The structure will 1810 feet long and consist of two twelve foot wide travel lanes with ten foot wide shoulder and guard rails lining the approaches on both sides of the river. This project will require utilizing land owned by your Agency. Accordingly, find enclosed two sets of half-size color-coded plans showing the project, two copies of the legal description for the area sought, a copy of the appraisal providing a value for the area mentioned, and one executed T.V.A. Land Use Application accompanied by Warrant No. 1101507 in the amount of \$5000.00 to address the applications' processing fee. The project is currently scheduled for an August 2004 letting. Please initiate your review process so as to take the proposal before your Board for their approval.

Thank you for your cooperation on this matter. As always, do not hesitate to contact me at 615-253-1113 or gary.palmer@state.tn.us if I can be of assistance.

Sincerely,


Gary Palmer
Transportation Specialist I

Enclosures

ID# _____ DATE: MAY 25 2004 SC: 6	
APPLICATION FOR Department of the Army (DA) Permit and/or Tennessee Valley Authority (TVA) Section 26a Approval	
The Department of the Army (DA) permit program is authorized by Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of The Clean Water Act (P.L. 95-217). These laws require permits authorizing structures and work in or affecting navigable waters of the United States and the discharge of dredged or fill material into waters of the United States. Section 26a of the Tennessee Valley Authority Act, as amended, prohibits the construction, operation, or maintenance of any structure affecting navigation, flood control, or public lands or reservations across, along, or in the Tennessee River or any of its tributaries until plans for such construction, operation, and maintenance have been submitted to and approved by the Tennessee Valley Authority (TVA).	
Name and Address of Applicant Tennessee Department of Transportation Suite 900, James K. Polk Building Nashville, Tennessee 37243-0334 Telephone Number Home _____ Office 615-253-2477	Name, Address, and Title of Authorized Agent Telephone Number Home _____ Office _____
Location where activity exists or will occur (include Stream Name and River Mile, if known) State Route 58 Replace Russell Ferry Bridge over Hiwassee River (Chickamauga Lake @ River Mile 7.03 L) Melges County	Application submitted to: DA <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No TVA <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Date activity is proposed to commence <u>December, 2004; earlier, if possible.</u> Date activity is proposed to be completed <u>December, 2009</u>
Describe in detail the proposed activity, its purpose and intended use (private, public, commercial, or other). Describe structures to be erected including those placed on fills, piles, or floating platforms. Also describe the type, composition, and quantity of materials to be discharged or placed in the water; the means of conveyance; and the source of discharge or fill material. Please attach additional sheets if needed. The applicant proposes to replace the existing 3-three span truss bridge with 1,810 ft ± of 11 span concrete girder bridge at Log Mile 5.22 and enhance its approaches along State Route 58. This project involves temporary and permanent wetland impacts. This project will affect flood storage and power storage volumes. Mr. Roger Milstead, TVA, River Operations, has been working with TDOT on this matter and has determined that an offset plan is not required. TDOT Hydraulics Section has completed an analysis of the fill below the flood and power storage levels due to the replacement of the bridge. The analysis of costs and alternatives to the fill is attached for your use in permit processing.	
Application is hereby made for approval of the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities. <u>I agree that, if this application is approved by TVA, I will comply with the attached terms and conditions and any special conditions that may be imposed by TVA at the time of approval. Please note the U.S. Army Corps of Engineers may impose additional conditions or restrictions.</u> <div style="display: flex; justify-content: space-between;"> <div> <u>5-17-04</u> Date </div> <div>  Signature of Applicant </div> </div>	
18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up by any trick scheme, or device a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than \$10,000 or imprisoned not more than 5 years, or both. The appropriate DA fee will be assessed when a permit is issued.	
Names, addresses, and telephone numbers of adjoining property owners, lessees, etc., whose properties also join the waterway.	

See attached sheets.

MAY 25 2004

List of previous DA/TVA permits/approvals

☐

DA

Permit Number

☐

TVA

Date

Is any portion of the activity for which authorization is sought now complete

☐

YES

☒

NO

If answer is "Yes" attach explanation. Month and year the activity was completed

Indicate the existing work on the drawings.

List all approvals or certifications required by other federal, interstate, state or local agencies for any structures, construction, discharges, deposits or other activities described in this application.

Issuing Agency

Type Approval

Identification No.

Date of Application

Date of Approval

Tenn. Dept.

Section 401

5/17/03

Environ. & Cons.

Certification

Has any agency denied approval for the activity described herein or for any activity directly related to the activity described herein?

☐

YES

☒

NO

(If "Yes" attach explanation)

Two sets of original drawings on 8 1/2" x 11" tracing paper or good reproducible copies that show the location and character of the proposed activity must be attached to this application (see sample drawings) and be submitted to the appropriate U.S. Army Corps of Engineers and TVA offices at the addresses listed below. An application that is not complete will be returned for additional information. Information in the application is a matter of public record through issuance of a public notice, if warranted. Disclosure of the information requested is voluntary; however, the data requested are necessary in order to communicate with the applicant and to evaluate the application. If necessary information is not provided, the application cannot be processed nor can a permit/approval be issued.

Department of the Army Offices

U.S. Army Corps of Engineers
Eastern Regulatory Field Office
Post Office Box 465
Lenoir City, Tennessee 37771-0465
Phone: 615-986-7296

Commander, Nashville District
U.S. Army Corps of Engineers
Post Office Box 1070
Nashville, Tennessee 37202-1070
Phone: 615-736-5181

U.S. Army Corps of Engineers
Grove Arcade Building, Room 75
37 Battery Park Avenue
Asheville, North Carolina 28801

U.S. Army Corps of Engineers
Building 110, Fort Gillem
Forest Park, Georgia 30050-5000

TVA Office Location

Tennessee Valley Authority
Reservoir Land Management Office
Kentucky, Beech River, Columbia, and Normandy Reservoirs
Post Office Box 280
Paris, Tennessee 38242-2080
Phone: 901-642-2041
Fax: 9091-642-0754



MAY 25 2004

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PLANNING AND PERMITS DIVISION
SUITE 800, J. K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TN 37243-0334

TELEPHONE: (615) 253-2477

FAX: (615) 741-1098

May 17, 2004

Mr. Ron Gatlin
U.S. Army Corps of Engineers
Regulatory Branch
3701 Bell Road
Nashville, TN 37214-2660

Subject: Project # 61003-1242-94
Fed # BR-STP-58(13)
PIN 101554.00
State Route 58
Replace Russell Ferry Bridge over
Hiwassee River (Chickamauga Lake @
Log Mile 5.22)
Meigs County

Dear Mr. Gatlin:

We are enclosing form DA/TVA, along with copies of appropriate plan sheets and drawings; mitigation notes; and portions of the USGS quad maps for Birchwood, TN (119-SW) showing the locations where we believe Individual Section 404 Permits may be required on the subject project.

These locations are as follows:

Sta. 252+12± (Lt.) to Sta. 258+50± (Lt.)	<u>Wetland Impact (Wetland Area A)</u> Permanent wetland impact = 1.02 Ac. Temporary wetland impact = 0.20 Ac. Longitude 84.5445° W, Latitude 35.2142° N (I404 #1)
Sta. 259+05± (Lt.) to Sta. 271+40± (Lt.)	<u>Mudflat Impact (Area B)</u> Permanent Mudflat impact = 2.60 Ac. Longitude 84.2151° W, Latitude 35.5441° N (I404 #2)

In accordance with the criteria set forth by your office, we are also showing a stream crossing, for your use in developing the Individual Section 404 Permit. This site meets the requirements for the Tennessee Department of Environment and Conservation's General ARAP.

This location is as follows:

Sta. 272+45 to Sta. 290+55	<u>Bridge Replacement</u> Hiwassee River (Chickamauga Lake) 1,810 ft ± of 11 span concrete girder bridge @ Sta. 281+50 Longitude 84.5435°, Latitude 35.2201° (GARAP #1)
-------------------------------	---

Mr. Ron Gattin
May 17, 2004
Page 2

This project includes the permanent filling of 1.02 acres of wetland, 2.60 acres of mudflat, and the temporary impacts of 0.20 acre to wetland for construction.

We propose to mitigate the permanent wetland impacts by debiting at a 4:1 ratio from available wetland credits at the Coffee County Wetland Mitigation Bank. We have been informed by the local Corps office that the mudflat impacts should be mitigated at the same ratio as the wetland impacts. Under this assumption the total debit, of a 4: 1 ratio rounded to the half acre, is 14.5 acres. A debit sheet is enclosed.

It is the opinion of this office that all other aspects of the project not specifically mentioned in this letter meet the criteria for a wet weather conveyance.

To ensure that excavation and placement of rip-rap will be accomplished in the dry, the roadway designer has agreed to place the following note in the plans:

- Excavation and fill activities shall be separated from flowing waters. All surface water flowing toward the excavation or fill work shall be diverted through utilization of cofferdams, berms or temporary channels. Temporary diversion channels must be protected by non-erodible material and lined to the expected high water level. Cofferdams must be constructed of sandbags, clean rock, steel sheeting or other non-erodible material. Clean rock is rock of various type and size depending upon application, that contains no fines, soils, or other wastes or contaminants.

Our office has checked the Flood Insurance Rate Map for the subject project. This project is in a FEMA designated floodplain, but no detailed study has been done by FEMA. Our department has conducted a detailed study on the project area and we have not increased the pre-project flood elevations by more than one foot. Therefore, we are in compliance with the Memorandum of Understanding between FHWA and FEMA. It is located on Flood Insurance Rate Map Meigs County, Panel 175 of 175, Community- Panel Number 470133 0175 B. The design of our roadway system is in compliance with the floodplain management criteria set forth in the National Flood Insurance Regulations of Title 44 of the Code of Federal Regulations (CFR). It is also consistent with requirements of floodplain management guidelines for implementing Executive Order 11988 and Federal Highway Administration guidelines 23 CFR 650A.

By copy of this letter, we are forwarding one copy of all related materials to the Tennessee Department of Environment and Conservation, Division of Water Quality Control, and requesting Section 401 Certification action.

A coordination letter from the USFWS dated July 19, 2001, stated there are no records for federally listed or proposed threatened or endangered species within the project impact area. A search of the TDEC, Division of Natural Heritage, database on January 2, 2004, indicated that the *Haliaeetus leucocephalus* (State & Federal Threatened Animal) was within one mile radius of the project impact area. Good BMP's are sufficient to protect this species.

Several alternatives were discussed for this project. A do-nothing alternative was not an option. This structure is in need of replacement, for public safety reasons. An alternative to make improvements to the existing bridge was also considered, but was not a reasonable solution. To replace the truss spans, the road would have to be closed during construction. The road closure would cause inconvenience to the motorists due to the long detour that would be required. The alternative to replace the structure with a new alignment, utilizing as much of the existing alignment as possible, was the best alternative for this project.

Mr. Ron Gaffin
May 17, 2004
Page 3

Efforts were made during the planning and design phases of this project to avoid impacts to waters of the U.S. and waters of the State to the extent practicable, and to minimize impacts that were not avoidable.

By copy of this letter, we are also applying for a Section 28a Permit from the Tennessee Valley Authority. Appropriate information is enclosed. This project will affect flood storage and power storage volumes. Mr. Roger Milstead, TVA, River Operations, has been working with TDOT on this matter and has determined that an offset plan is not required. TDOT Hydraulics Section has completed an analysis of the fill below the flood and power storage levels due to the replacement of the bridge. The analysis of costs and alternatives to the fill is attached for your use in permit processing.

A copy of the FHWA approved Categorical Exclusion dated February 12, 2003 is enclosed for your use in permit processing.

This project is currently scheduled for the October 2004 letting, and we have received numerous requests from local officials to construct this project earlier, if possible. We would greatly appreciate your initial review and request for additional information needed, or issuance of the public notice, within 15 days of receipt of our application; and issuance of these permits as soon as possible.

Please advise us if you have any questions or if we can be of any assistance.

Sincerely,

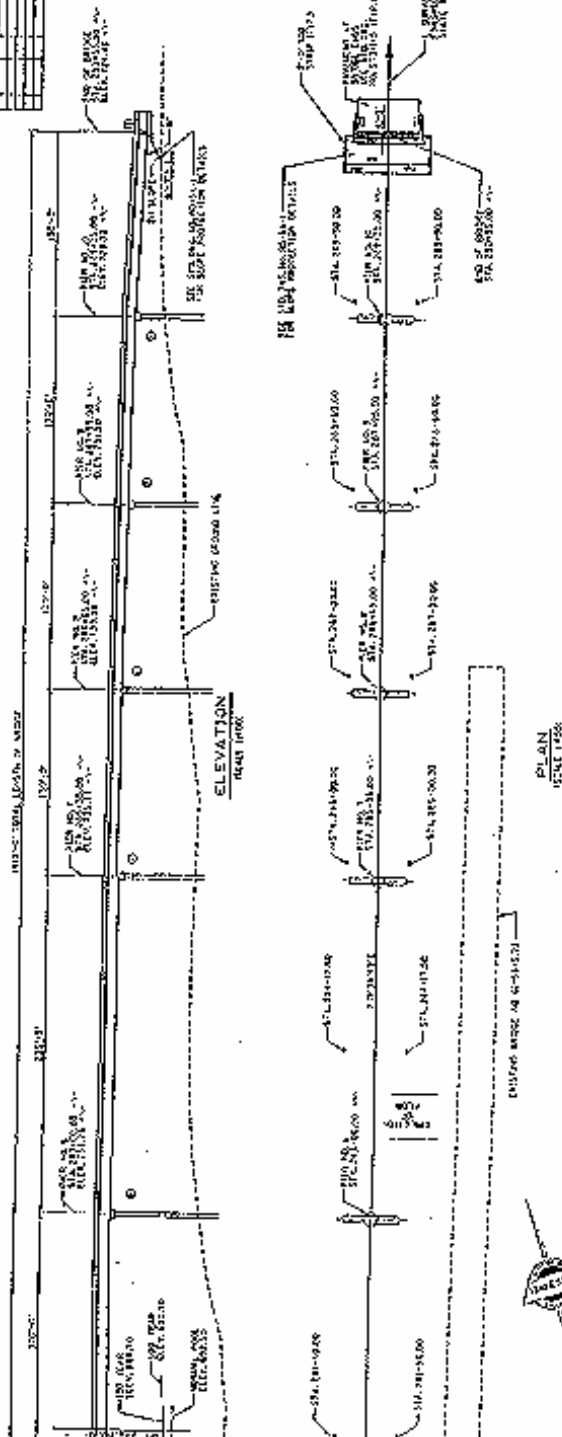


John L. Hewitt
C.E. Manager 1, Environmental Permits Office

Enclosures

JLH:arn

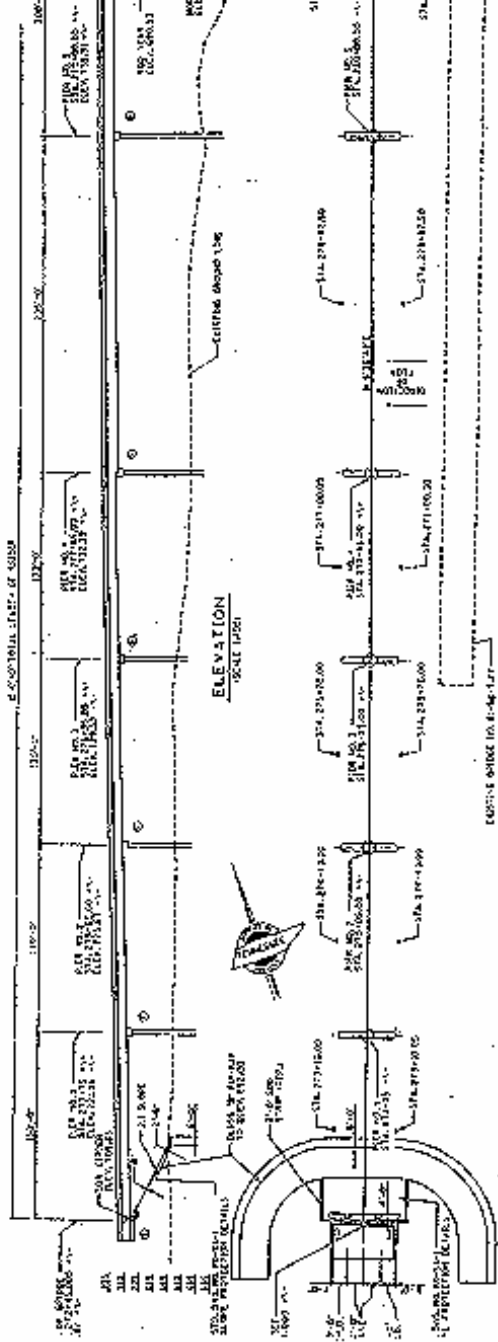
cc: Mr. Doug Ezell, TDEC
Mr. Lee J. Carter, TVA
1101 Market St., PSC 1-E-C
Chattanooga, TN 37402-2801
Mr. Sam Cardwell, Program Scheduling Section (via email)
Ms. Jackie Wolfe, Region 2 Design (via email)
Mr. Jerry Hatcher, HQ Construction Office (via email)
Mr. W.T. Clouse, Jr., Region 2 Construction Office (via email)
Project File
Permit File
Chronological File - letter only
Reading File - letter only

[illegible]

HYDRAULIC PRELIMINARY
 QUANTIFICATION OF
 OVER BANKS, RIVER
 BRIDGE, I.D. 61SR050003
 LOC. MILE NO. 5.22
 STATION 281+50.00
 MEIGS COUNTY
 2001

PROJECT NO.	1000	SHEET NO.	25
DATE	10/1/50	BY	W. J. H. H.
CHECKED BY		DATE	
APPROVED BY		DATE	

MAY 25 1951



HYDRAULIC DATA
 1. FLOW RATE: 100 CFS
 2. WATER SURFACE ELEVATION: 100.00
 3. BRIDGE OPENING: 10.00
 4. BRIDGE PIER: 10.00
 5. BRIDGE PIER: 10.00
 6. BRIDGE PIER: 10.00
 7. BRIDGE PIER: 10.00
 8. BRIDGE PIER: 10.00
 9. BRIDGE PIER: 10.00
 10. BRIDGE PIER: 10.00

GENERAL NOTES
 1. THE BRIDGE IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR BRIDGES AND HIGHWAYS.
 2. THE BRIDGE IS TO BE DESIGNED FOR A DESIGN LOAD OF 100 KIPS.
 3. THE BRIDGE IS TO BE DESIGNED FOR A DESIGN WIND SPEED OF 100 MPH.
 4. THE BRIDGE IS TO BE DESIGNED FOR A DESIGN SEISMICITY OF 0.1g.
 5. THE BRIDGE IS TO BE DESIGNED FOR A DESIGN FLOOD FLOW OF 100 CFS.
 6. THE BRIDGE IS TO BE DESIGNED FOR A DESIGN FLOOD ELEVATION OF 100.00.
 7. THE BRIDGE IS TO BE DESIGNED FOR A DESIGN FLOOD WIDTH OF 10.00.
 8. THE BRIDGE IS TO BE DESIGNED FOR A DESIGN FLOOD DEPTH OF 10.00.
 9. THE BRIDGE IS TO BE DESIGNED FOR A DESIGN FLOOD VELOCITY OF 10.00.
 10. THE BRIDGE IS TO BE DESIGNED FOR A DESIGN FLOOD FORCE OF 10.00.

PLANS
 1. PLAN VIEW
 2. ELEVATION VIEW
 3. SECTION VIEW
 4. DETAIL VIEW
 5. FOUNDATION VIEW
 6. BRIDGE VIEW
 7. APPROACH VIEW
 8. SHOULDER VIEW
 9. CURB VIEW
 10. SIDEWALK VIEW

GRADE SKETCH
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MAY 25 2004

Meigs County
State Route 58

Replace Russell Ferry Bridge over Hiwassee River
(Chickamauga Lake) @ Log Mile 5.22

March 5, 2004

Prepared by
For
Tennessee Department of Transportation

ATES
V AUTHORITY
YS BRANCH

BIRCHWOOD QUADRA
TENNESSEE
7.5 MINUTE SERIES (TOPOGRA



ATTACHMENT G--PLANS REVIEW FORM

Project: State Route 58 over Hiwassee River, L.M. 5.22, Meigs County, Tennessee

P. E. Number: 61003-1242-94

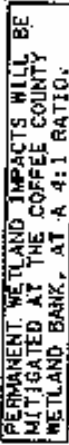
Date: 3/5/04

Review completed by: Kevin Brown

Company: TDOT

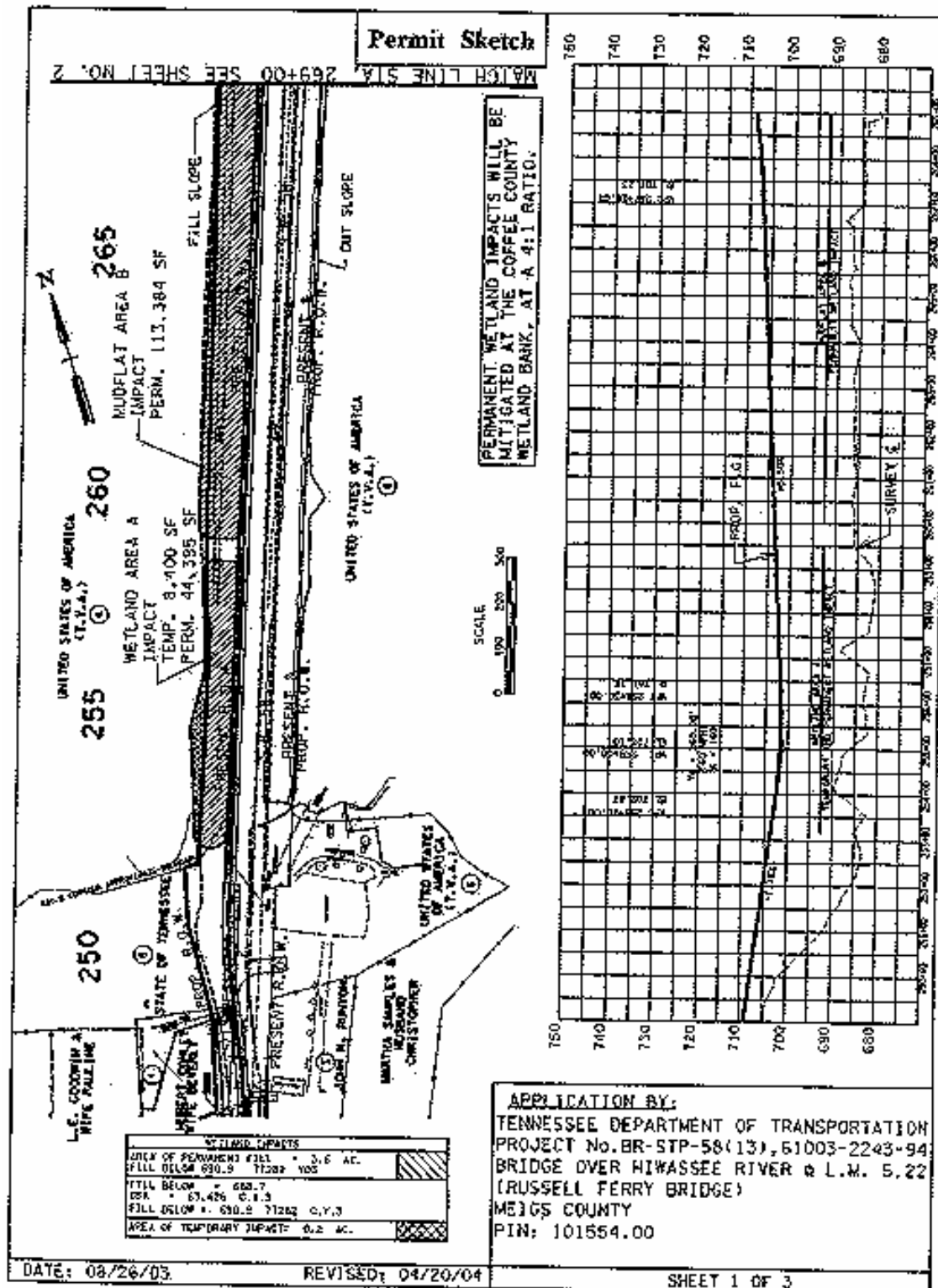
1	2	3	4	5	6	7	8	9	10	11
Station	Map Label	Potential project impact	Feature Type	Feature Name	Feature Description	Watershed	Legal Status TDOF or consultant determination	Legal Status (Confirmed Agency status) Letter or e-mail attached	Mitigation to be included in memo to design (X if yes)	Notes
253+00 to 288+00	S-1	Crossing/Fill	River, Lake	Hiwassee River (Chickamauga Lake)	Hiwassee River is approx. 1000' wide, with depths up to 35' at full pool. This area is also part of Chickamauga Lake.	Tennessee River	Stream			
252+00L to 258+50L	W-1	Fill	Wetland	N/A	Backwater of Chickamauga Lake. Rushes, cattails, sedges, black willows.	Hiwassee River	Wetland	Wetland (COE and TDEC)		
259+00L to 271+50L	W-2	Fill	Wetland	N/A	Mudflat associated with Chickamauga Lake.	Hiwassee River	Wetland	Wetland (COE and TDEC)		

MAJOR LINE STA. 269+00 SEE SHEET NO. 2

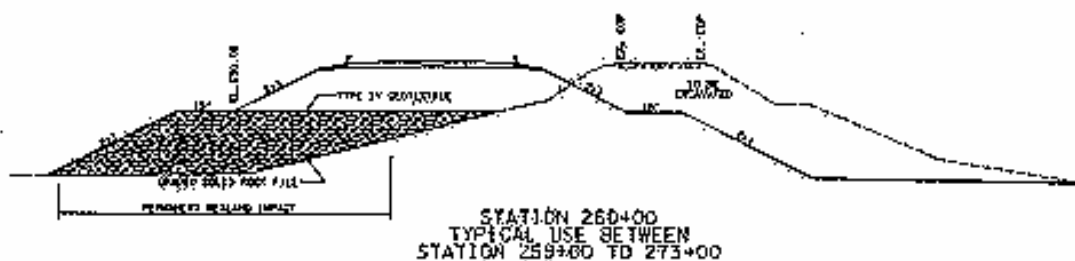
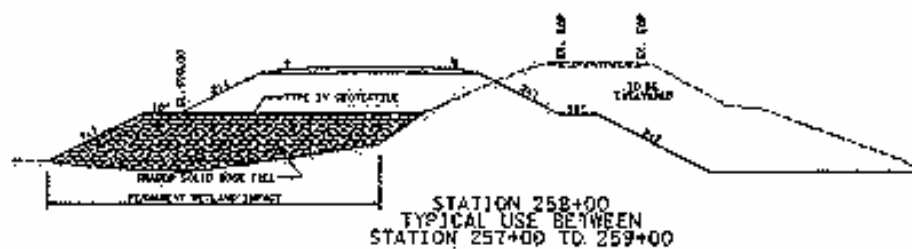
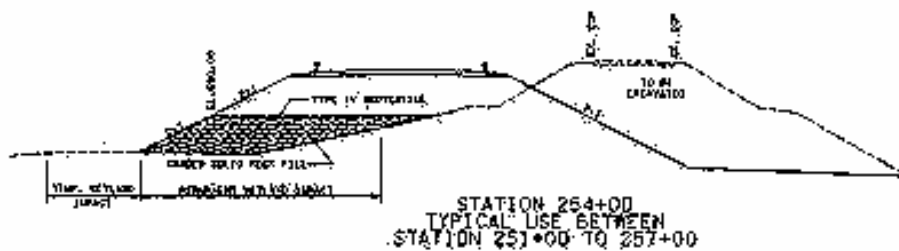


PIN: 101554.00

SHEET 1 OF 3



Permit Sketch



TYPICAL SECTIONS

APPLICATION BY:
TENNESSEE DEPARTMENT OF TRANSPORTATION
PROJECT No. BR-STP-58(13)
61003-2243-94
BRIDGE OVER HIWASSEE RIVER @ LM 5.22
(RUSSELL FERRY BRIDGE)
MEigs COUNTY
PIN: 101584.00

DATE: 08/26/03

REVISED: 04/20/04

SHEET 3 OF 3

MEIGS COUNTY
S.R. 58

PROPERTY OWNERS ADJACENT TO
PERMIT IMPACTS

TRACT NO. 5

STATE OF TENNESSEE
DEPT. OF WILDLIFE RESOURCES AGENCY
464 INDUSTRIAL BLVD.
CROSSVILLE, TN 38555
PHONE: 1-800-262-6704

TRACT NO. 6

UNITED STATES OF AMERICA (T.V.A.)
TENNESSEE VALLEY AUTHORITY
1101 MARKET ST.
CHATTANOOGA, TN 37402
PHONE: (423) 751-0011

MAY 25 2004

Project # 81003-1242-84
 PIN 101554.00
 Fed # BR-STP-58(13)
 State Route 5B
 Replace Russell Ferry Bridge over Hiwassee River
 (Chickamauga Lake @ Log Mile 5.22)
 Meigs County

Summary of Wetland and Mudflat Impacts

Permit LD	Impact Stations	Permanent Wetland Impacts (Acres)	Temporary Wetland Impacts (Acres)
Individual 404 #1	Sta. 252+12 ± (L.) to Sta. 253+50 ± (L.)	1.020	0.200
Individual 404 #2 Mudflat	Sta. 269+05 ± (L.) to Sta. 271+60 ± (L.)	2.600	0.030
Totals (acre)		3.620	0.230

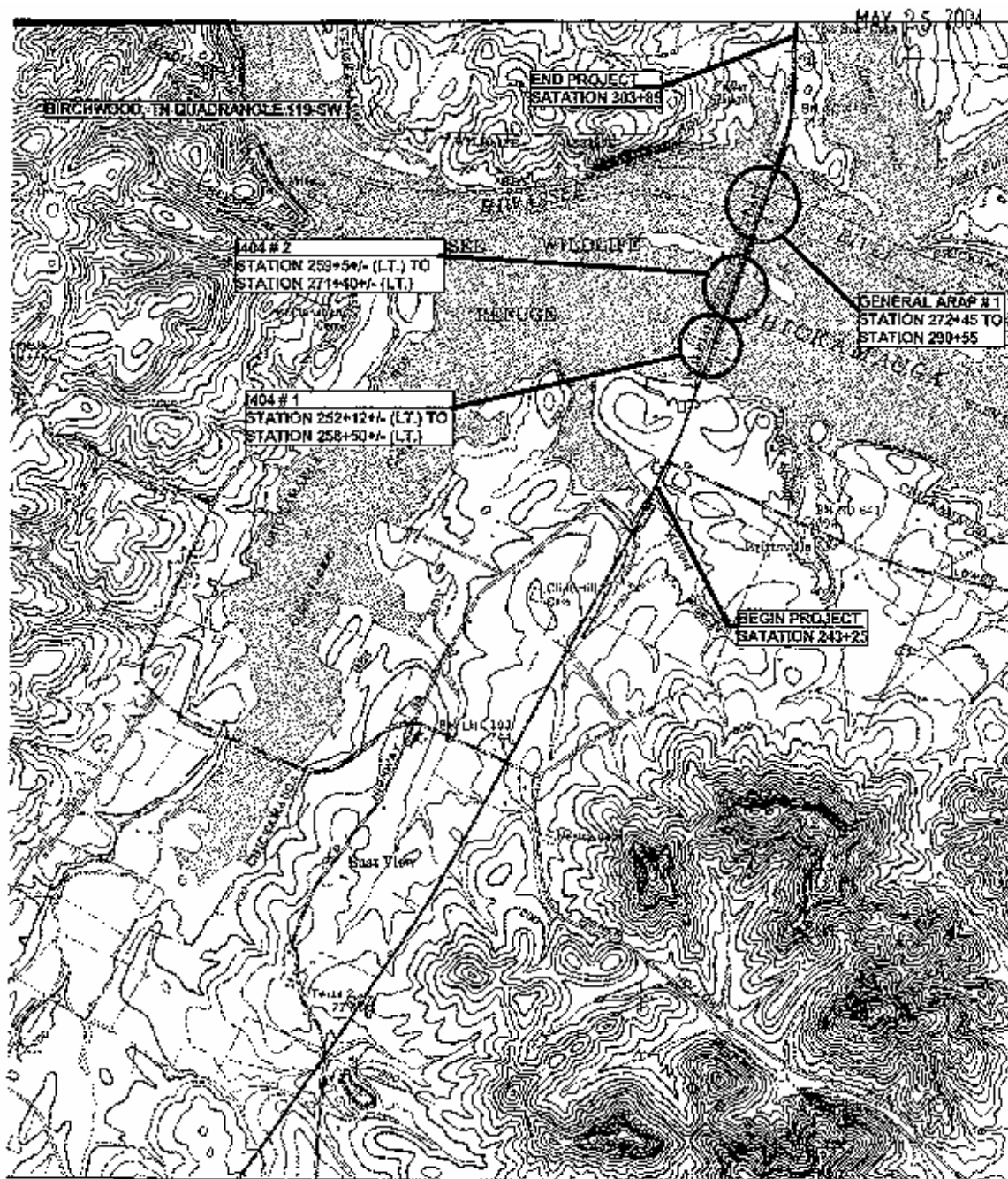
MAY 25 2004

DEBIT SHEET **COFFEE COUNTY MITIGATION BANK**

DATE	DESCRIPTION OF PROJECT TO BE MITIGATED	COUNTY	PERMIT NUMBER	ACREAGE IMPACTED	CREDITS DEBITED	REMAINING CREDITS
2-09-96	Credit for 100 acres of wetland creation and restoration					100.0
5-03-96	SR-16, from Estill Springs to SR-50 in Decherd	Franklin	96-382	0.40	1.0	99.0
4-04-97	SR-50 (US-431), intersection improvement at Garrett Pkwy	Marshall	970003100	0.09	0.5	98.5
4-30-97	SR-29, interchange at Harrison Lane in Soddy-Daisy	Hamilton	970004970	4.40	18.0	80.5
12-30-97	SR-16, north of SR-55 to Estill Springs NCL	Coffee-Franklin	98-001	0.67	2.0	78.5
3-18-98	I-75, from N of E. Brainerd Rd to N of Shallowford Rd	Hamilton	970004620	0.40	2.0	76.5
6-11-98	SR-2, from Paul Huff Pkwy to Analee Ln	Bradley	98-354	0.34	1.5	75.0
7-2-99	SR-6, from Mt. Pleasant to SR-50	Maury	99-316	0.358	1.5	73.5
12-6-99	SR-153, from Hickory Valley Rd to SR-58 (Amnicola Hwy)	Hamilton	99-492, 99-493	0.746	3.0	70.5
5-17-00	SR-29, from Highland Dr. in Dayton to Payne Lane	Rhea	970018840	0.84	3.5	67.0
8-21-01	East 3rd St, Br over Southern R/R (Citico R/R Yards)	Hamilton	01-325	0.05	0.5	66.5
9-7-01	SR-13, Bridge over Duck River @ LM 7.72	Humphreys	200101832	0.245	1.00	65.5
9-28-01	SR-55, Modify Intersection @ SR-379 in Morrison	Warren	01.360	0.174	0.5	65.0
12-3-01	SR-319, Hixson Pike, from Hideaway Lane to Dallas Hollow Road	Hamilton	01.412	0.025	0.5	64.5
12-28-01	SR-111, from S of SR-284 to N of Feed Store Rd (S of SR-30)	Van Buren	200200025	1.182	4.5	60.0
4-1-02	Simms Rd, Bridge over Duck River @ LM 5.78	Bedford	02.112	0.028	0.5	59.5
9-23-02	Intersection, SR-24 (East Spring St) @ Maple Ave.	Putnam	02.385	0.0034	0.5	59.0
11-14-02	SR-111, from S of SR-8 to S of SR-284 (Welebland Rd)	Sequatchie-Van Buren	200202088	3.277	13.5	45.5
8-18-03	SR-15, from near Salem-Lexie Rd. to near Factory Branch	Franklin	03.304	4.063	8.5	37.0
5-17-04	SR-58, Bridge over Hiwassee River (Chickamauga Lake) @ LM 5.22	Meigs		3.62	14.5	22.5

Last Update: May 17, 2004

Filename: Coffee Bank



SCALE 1:24000

0 1000 2000 3000 4000 ft



CONTOUR INTERVAL 20 FEET

NATIONAL GEODETIC VERTICAL DATUM 1929

APPLICATION BY:
TENNESSEE DEPARTMENT OF TRANSPORTATION
Project No. 61003-1242-94
State Route 58
Replace Russell Ferry Bridge over Hiwassee River
(Chickamauga Lake) @ Log Mile 5.22
Meigs County
Near: Big Spring, Tennessee

EROSION
CONTROL
NOTES

[illegible]

THESE FINDINGS WILL ALLOW A MORE ACCURATE ESTIMATION OF THE PRODUCTION POTENTIAL FROM COASTAL AND INLAND WETLANDS AND SOILS. THESE DATA WILL BE USED TO DEVELOP A MORE ACCURATE ESTIMATION OF THE PRODUCTION POTENTIAL OF THE COASTAL AND INLAND WETLANDS.

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EXPERIMENTAL AND THEORETICAL STUDIES OF THE INTERACTION OF POLYMER SPECIES ON AQUEOUS SURFACES. TO THE POLYMERIZATION OF VINYL MONOMERS THROUGH THE SURFACE OF AQUEOUS SOLUTIONS.

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STATE	DATE	REMARKS
ALABAMA	1951	...
ALASKA	1951	...
ARIZONA	1951	...
ARKANSAS	1951	...
CALIFORNIA	1951	...
COLORADO	1951	...
CONNECTICUT	1951	...
DELAWARE	1951	...
FLORIDA	1951	...
GEORGIA	1951	...
ILLINOIS	1951	...
INDIANA	1951	...
IOWA	1951	...
KANSAS	1951	...
KENTUCKY	1951	...
LOUISIANA	1951	...
MAINE	1951	...
MARYLAND	1951	...
MASSACHUSETTS	1951	...
MICHIGAN	1951	...
MINNESOTA	1951	...
MISSISSIPPI	1951	...
MISSOURI	1951	...
MONTANA	1951	...
NEBRASKA	1951	...
NEVADA	1951	...
NEW HAMPSHIRE	1951	...
NEW JERSEY	1951	...
NEW YORK	1951	...
NORTH CAROLINA	1951	...
NORTH DAKOTA	1951	...
OHIO	1951	...
OKLAHOMA	1951	...
OREGON	1951	...
PENNSYLVANIA	1951	...
RHODE ISLAND	1951	...
SOUTH CAROLINA	1951	...
SOUTH DAKOTA	1951	...
TENNESSEE	1951	...
TEXAS	1951	...
UTAH	1951	...
Vermont	1951	...
VIRGINIA	1951	...
WASHINGTON	1951	...
WEST VIRGINIA	1951	...
WISCONSIN	1951	...
WYOMING	1951	...

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12222055:Action will be required to mitigate the exposure of personnel and equipment resources will be justified to support the training operations, and small scale operations prior to the main training operations.

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THE **NEW** **YORK** **PUBLIC** **LIBRARY** **ASTOR LENOX TILDEN FOUNDATION**

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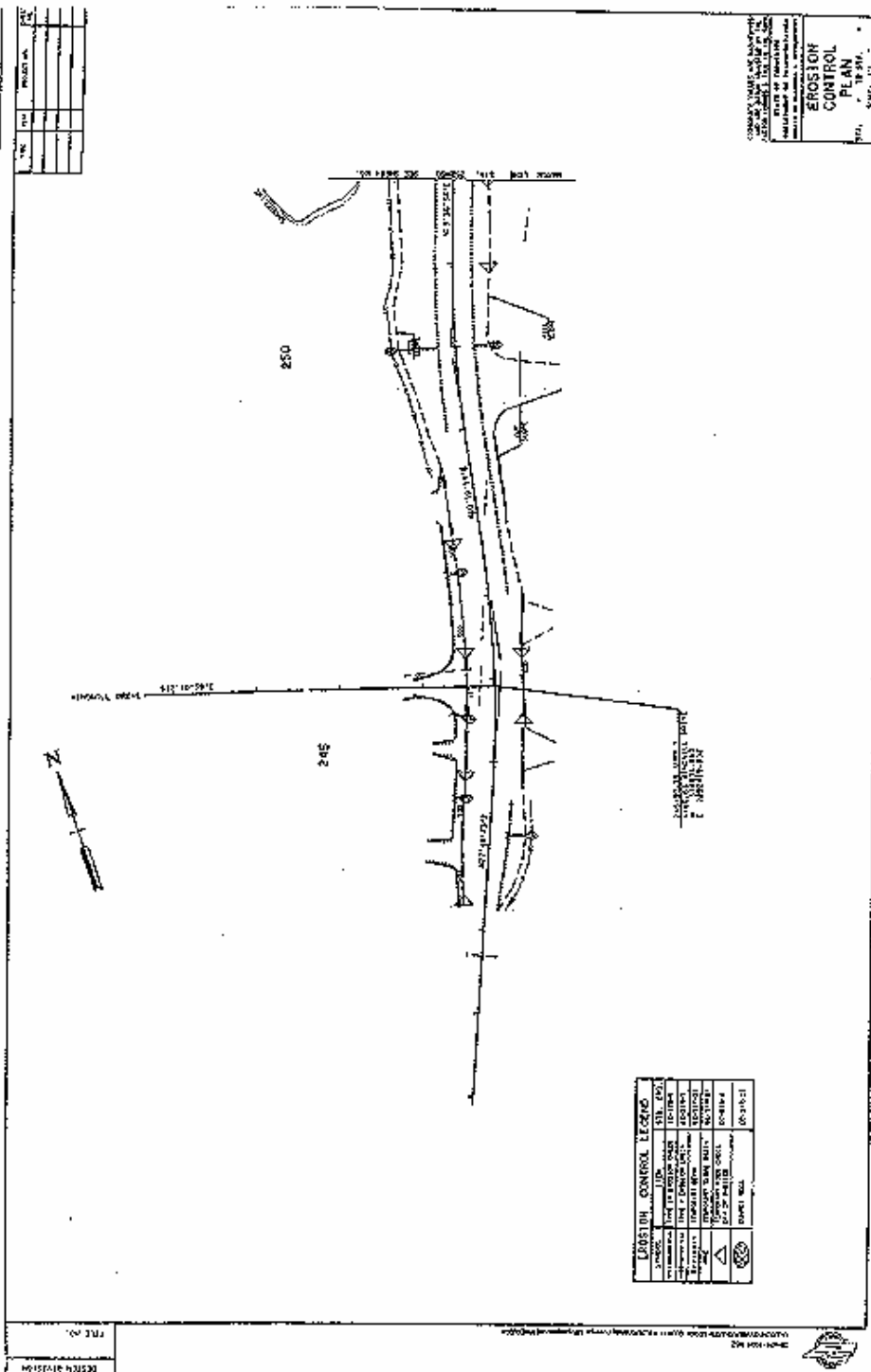
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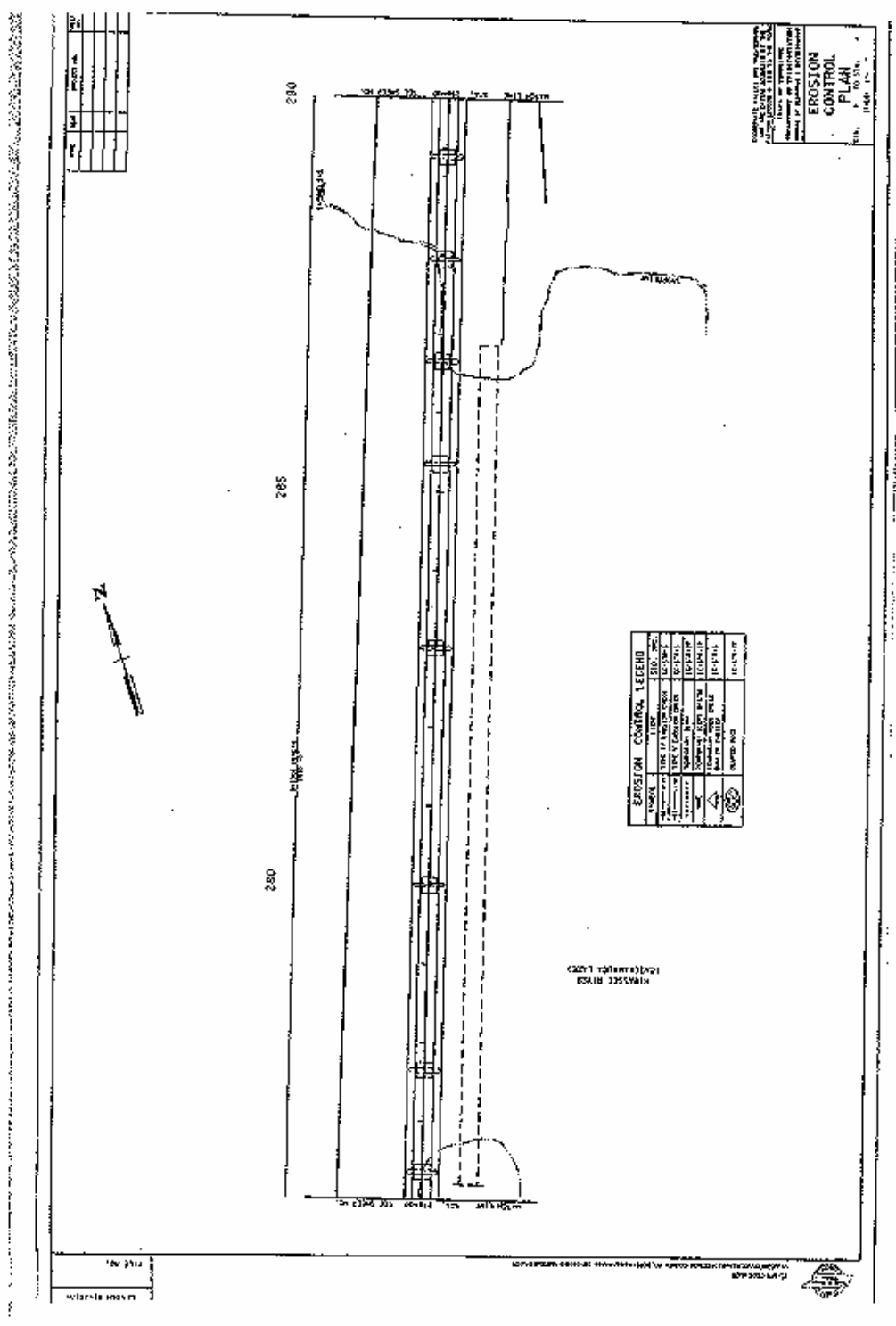
THESE CONCEPTS ARE THE KEY TO THE SUCCESS OF THE PROJECT AND PROVIDE THE BASIS FOR THE CONTRACTOR'S DESIGN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE PROJECT AND THE CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE PROJECT AND THE CONSTRUCTION OF THE PROJECT.

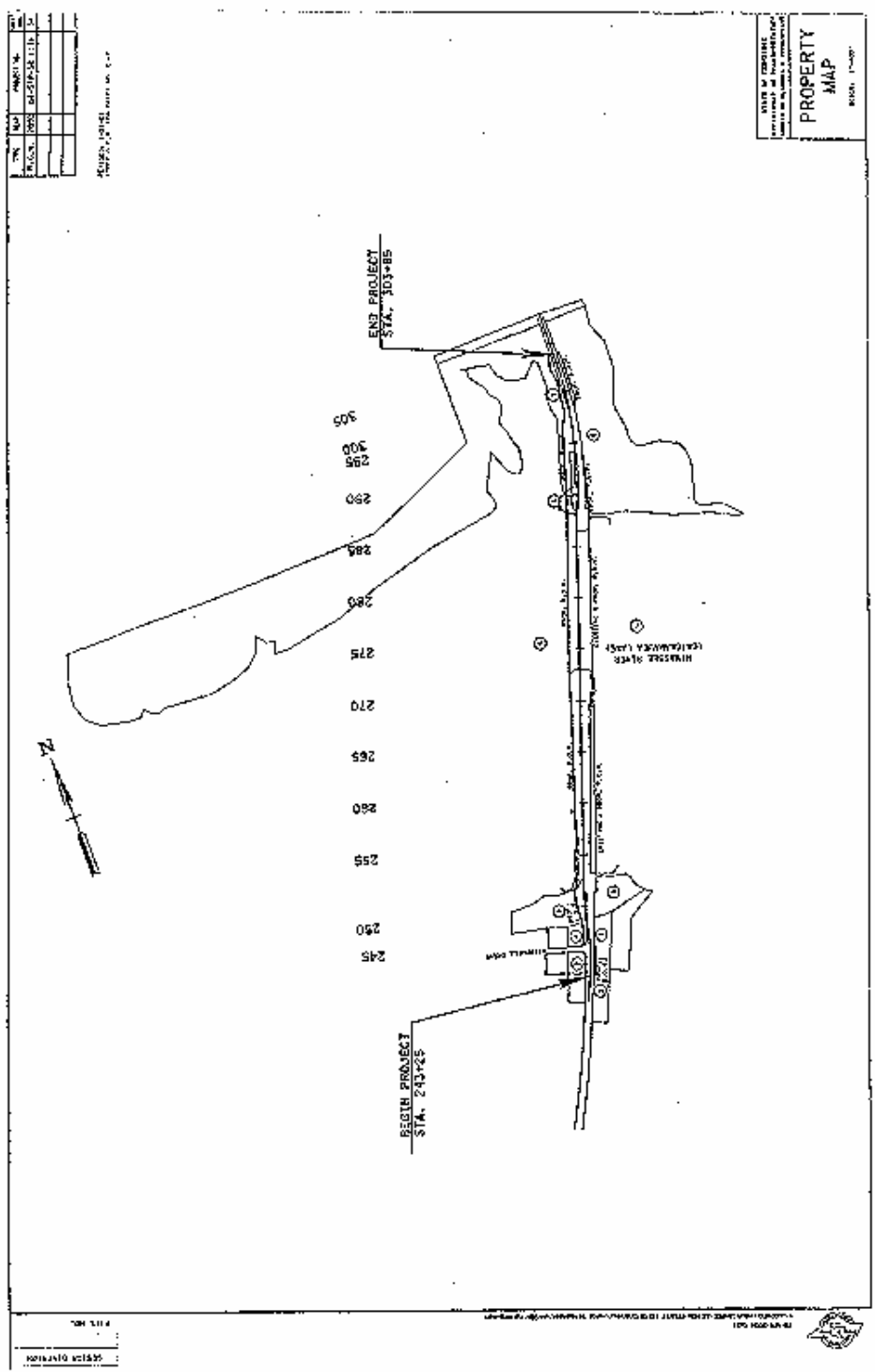
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1. This plan shows the proposed location of the erosion control structures for the proposed project. The structures are shown in relation to the existing topography and the proposed road alignment. The structures are shown in relation to the existing topography and the proposed road alignment.

NO.	DESCRIPTION	DATE	BY	CHECKED BY
1	PROPOSED			
2	PROPOSED			
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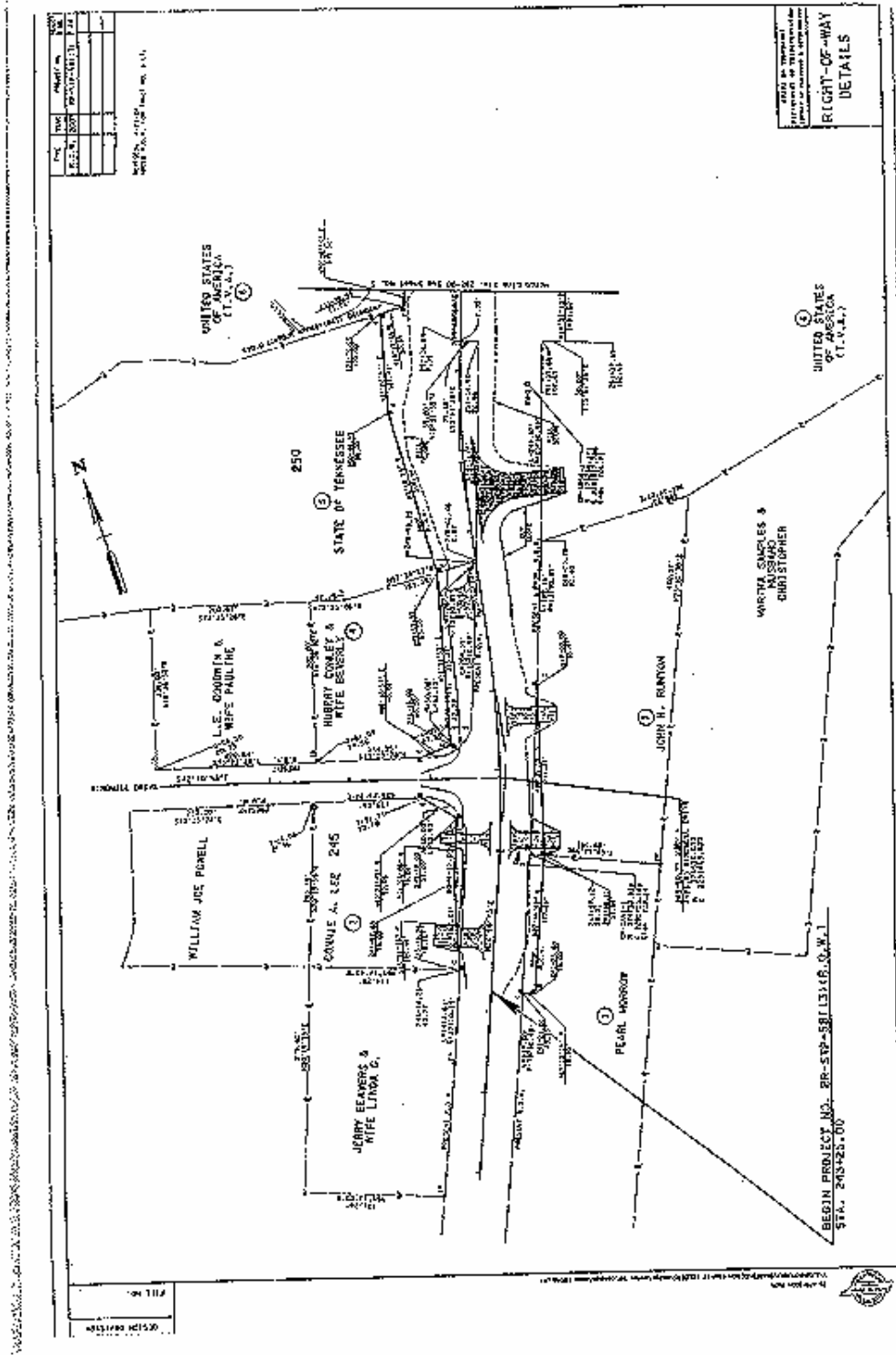


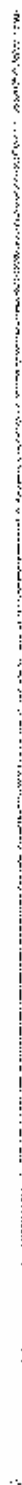
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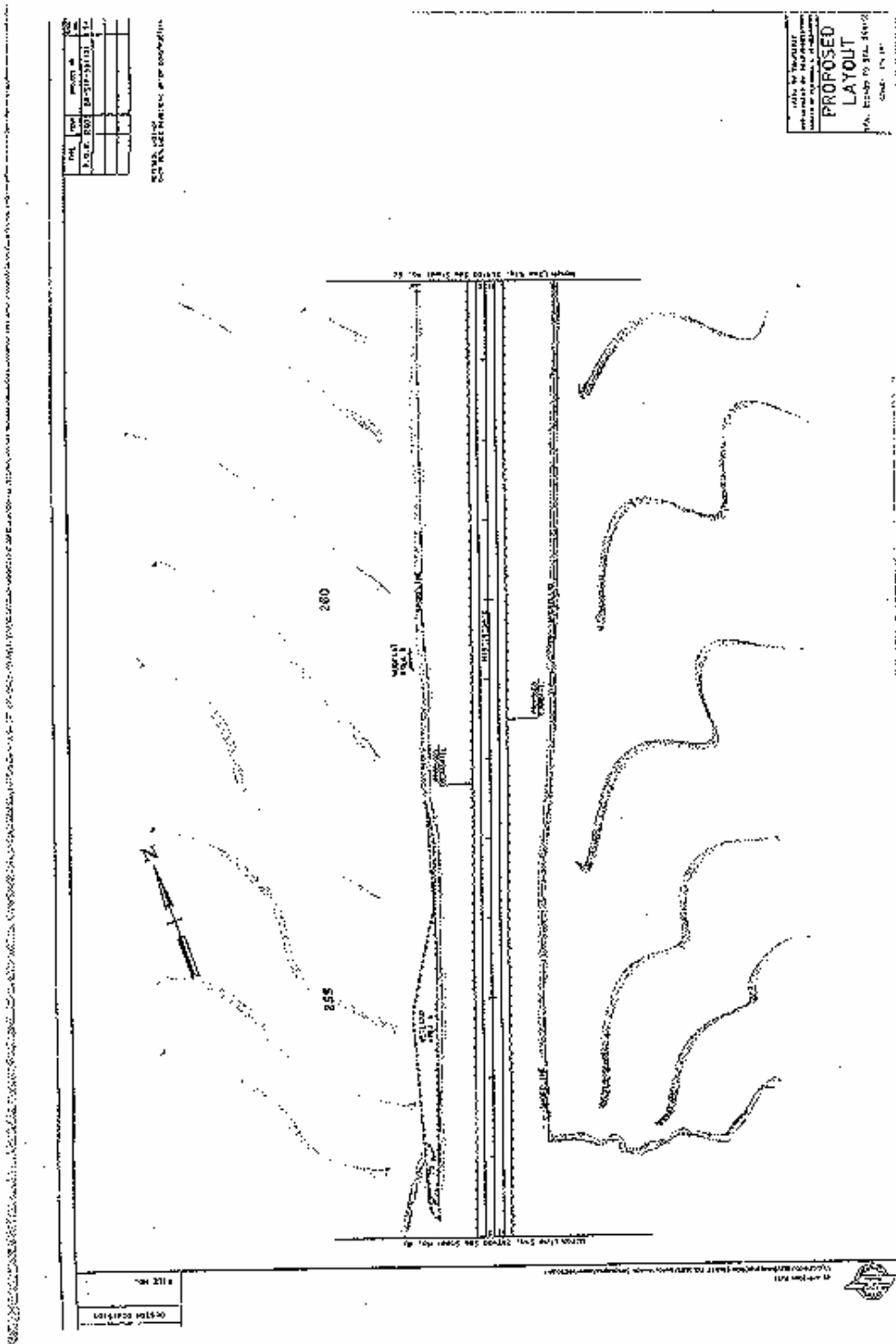
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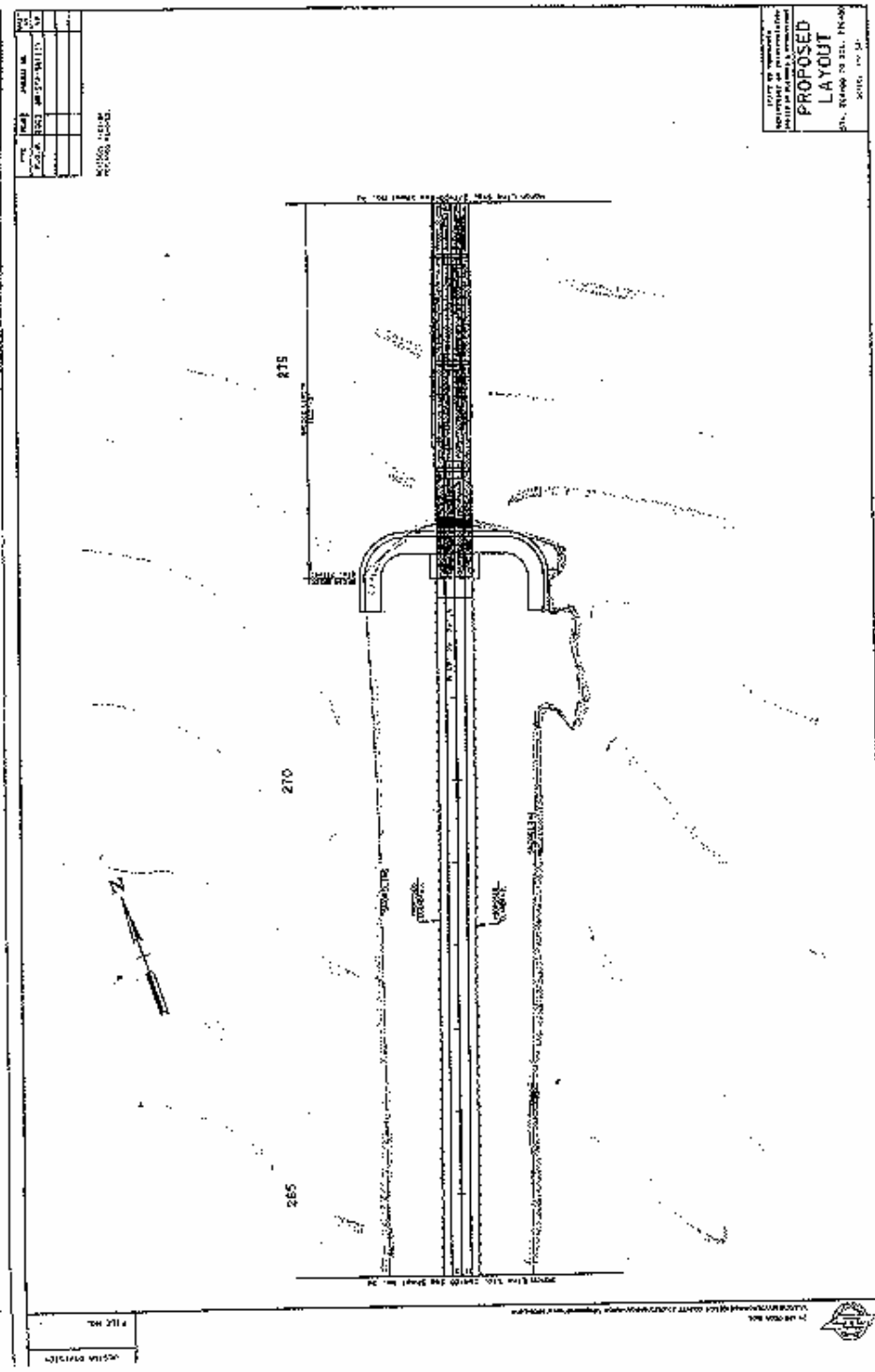
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ACQUISITION
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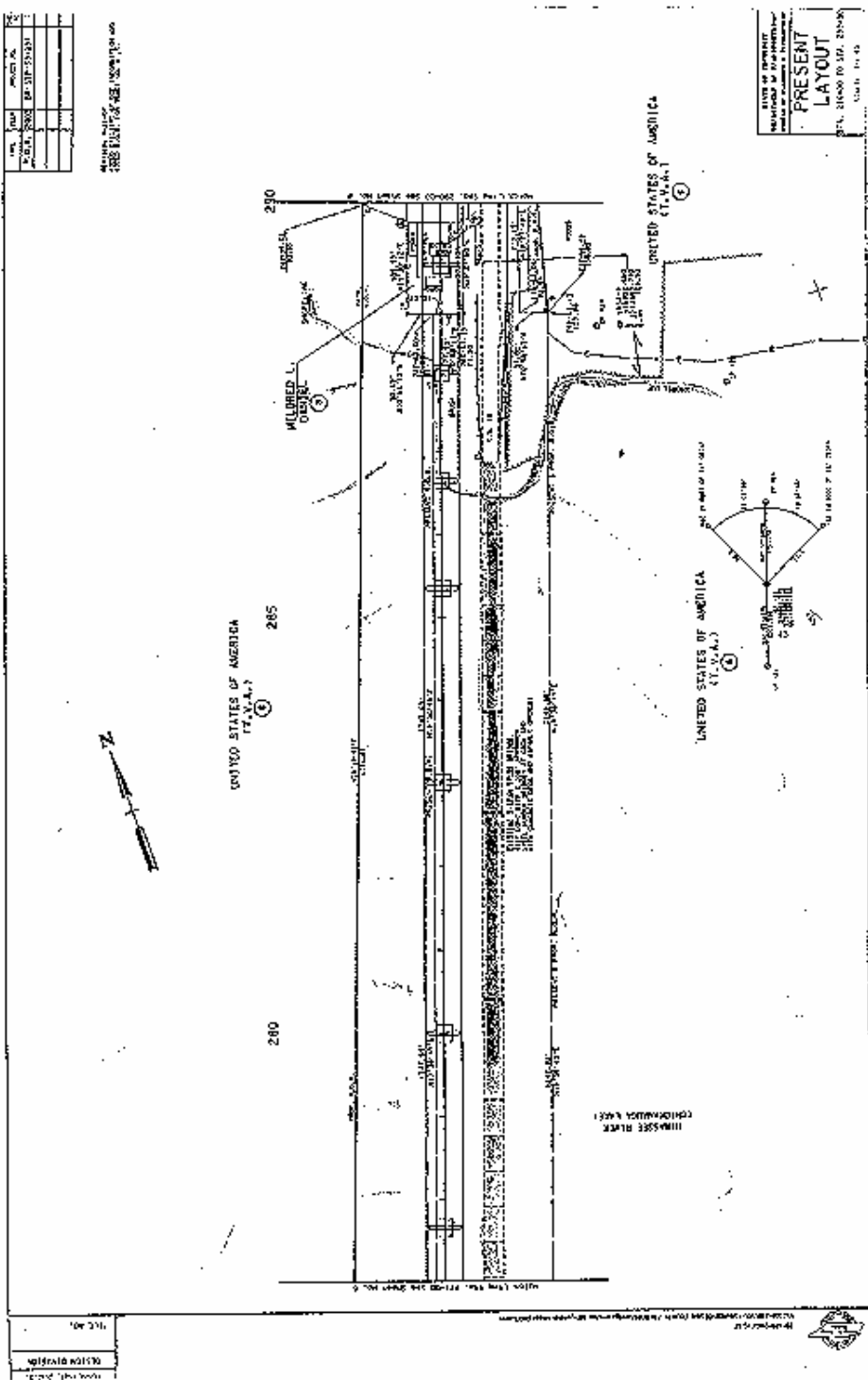


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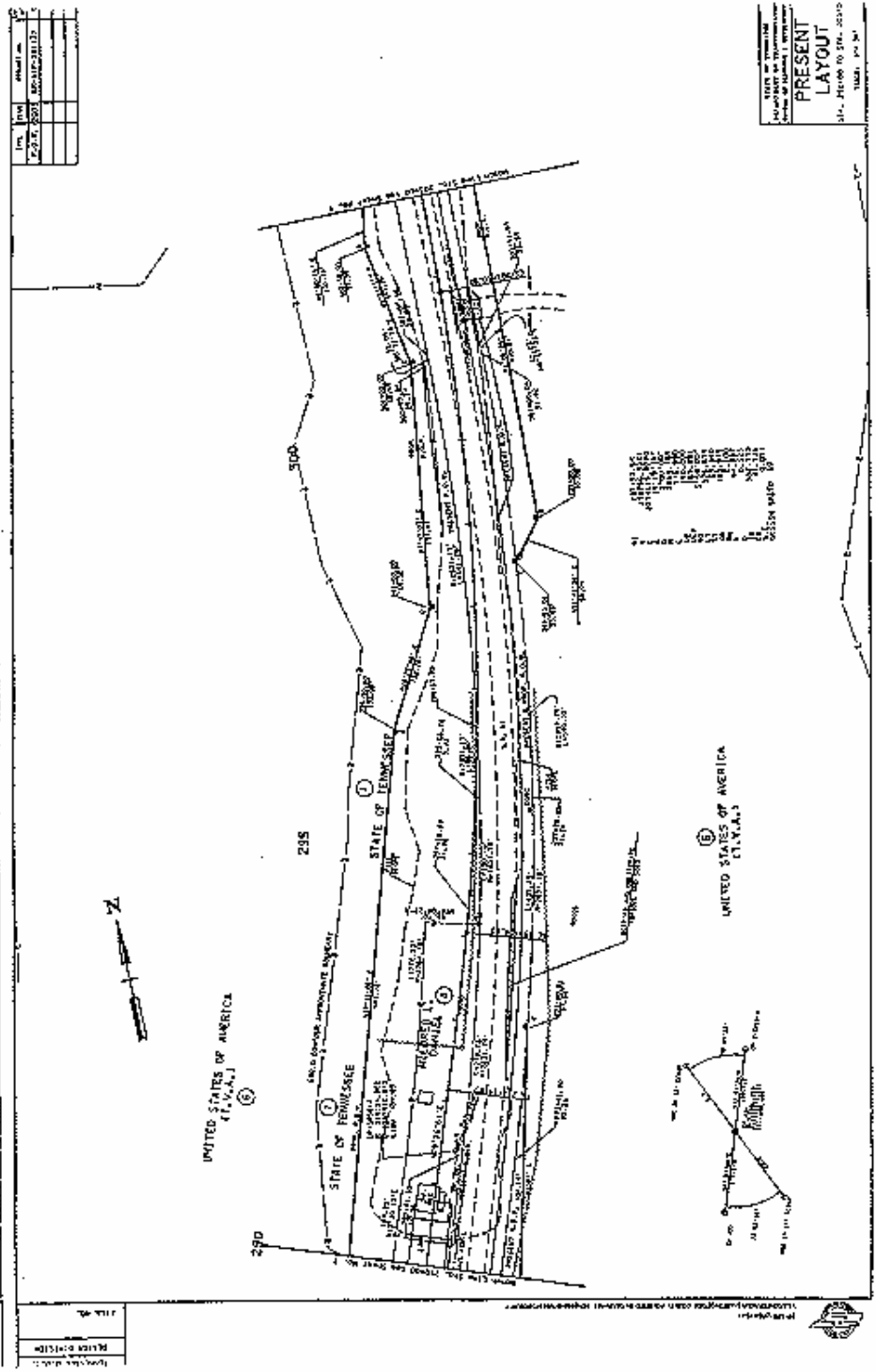
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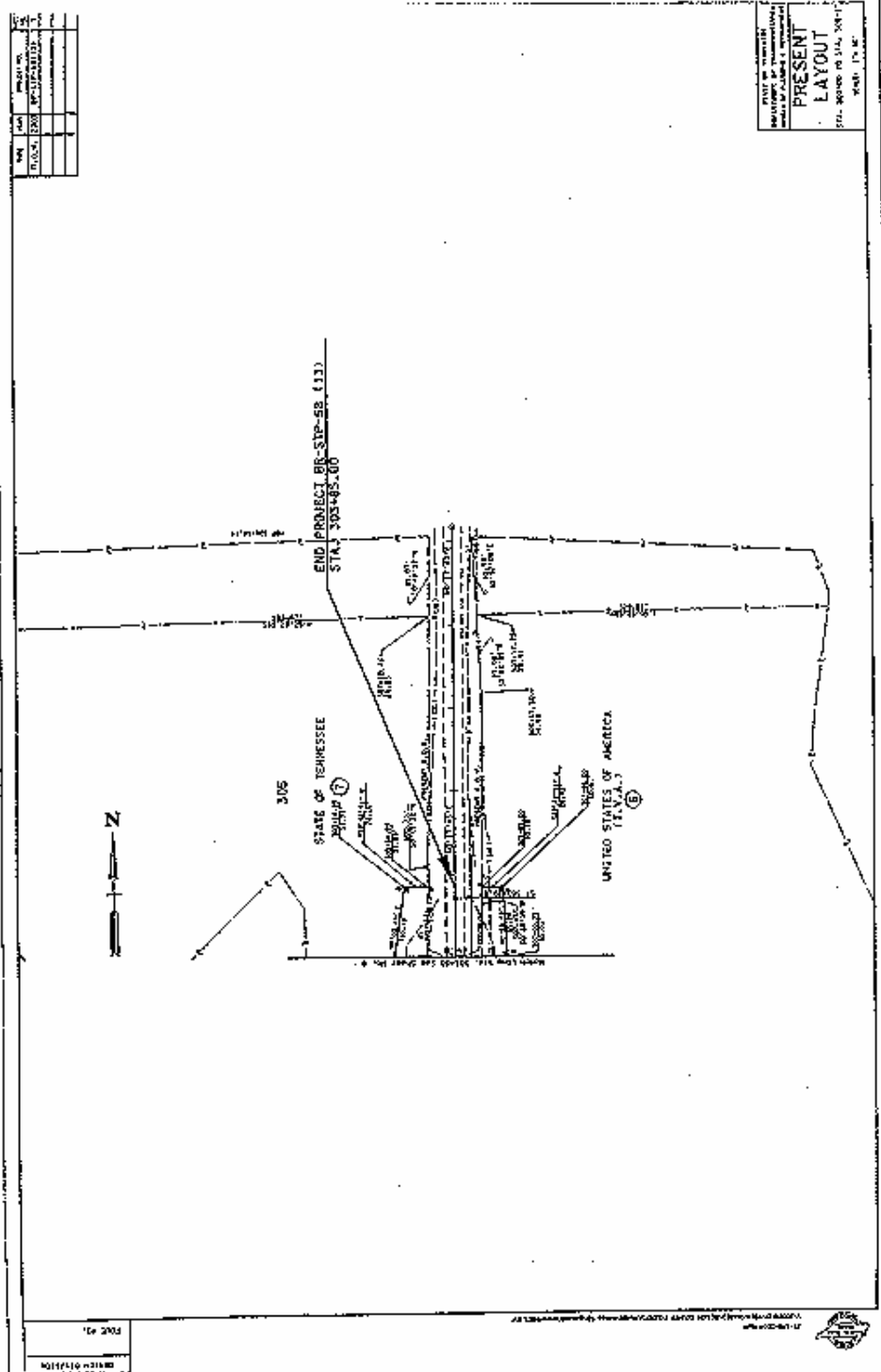
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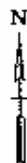
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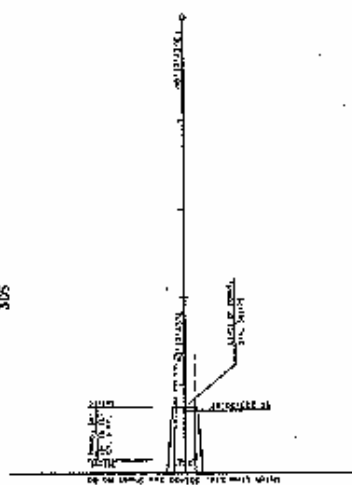




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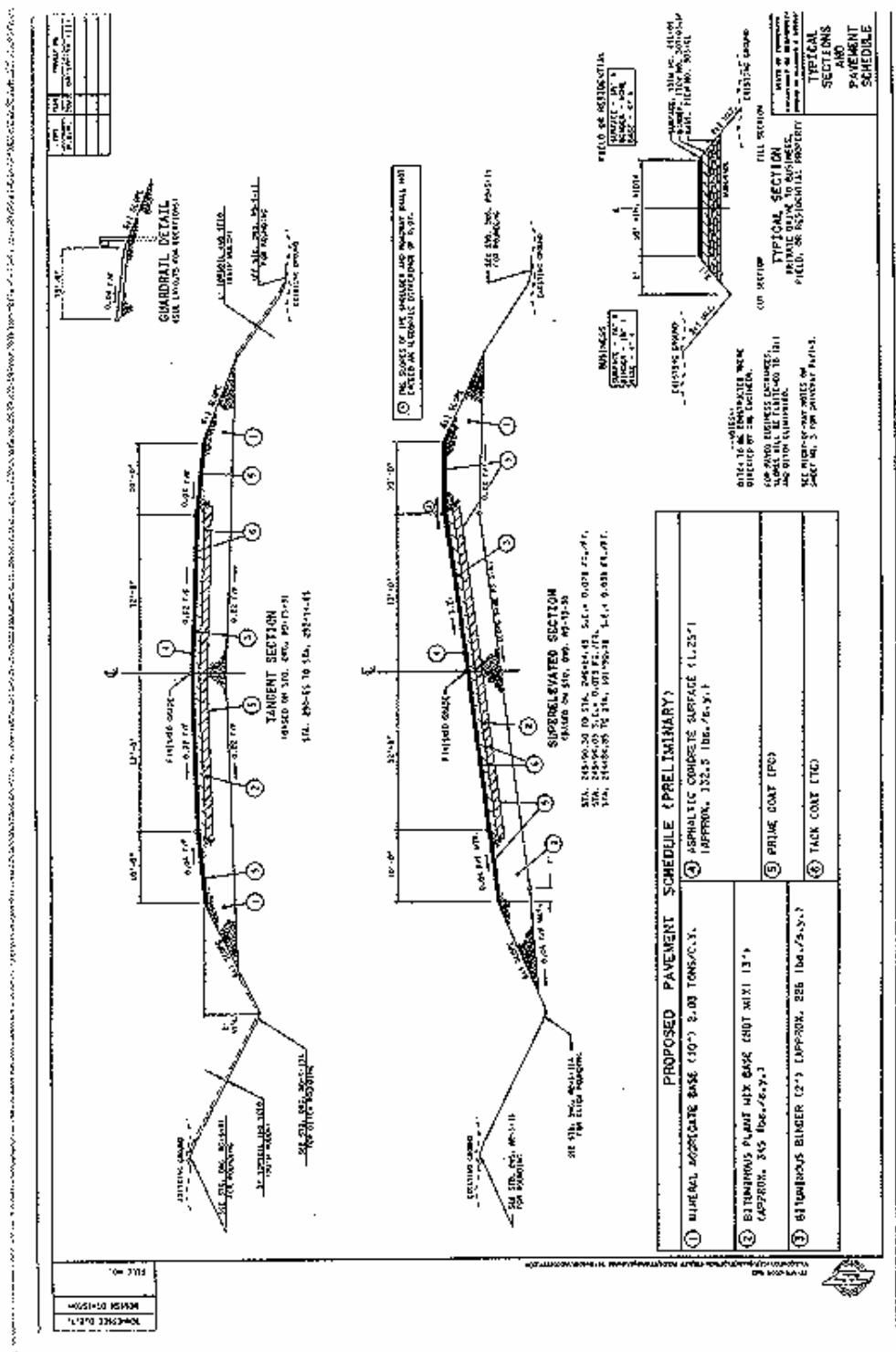


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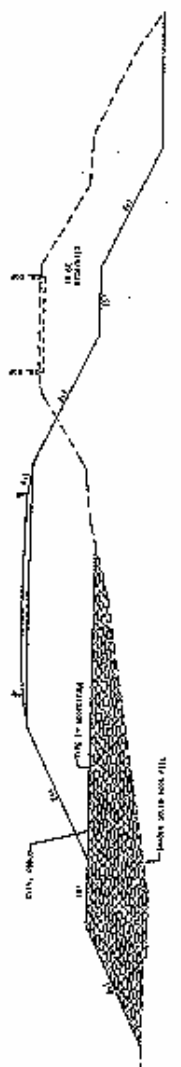
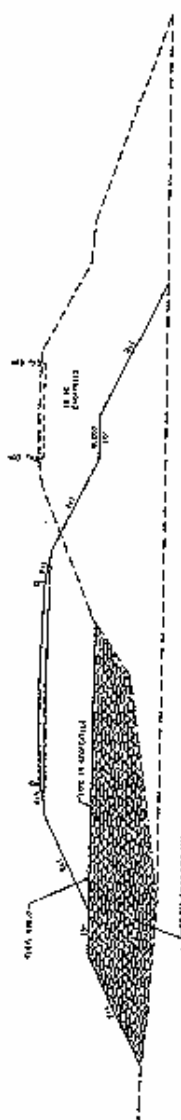
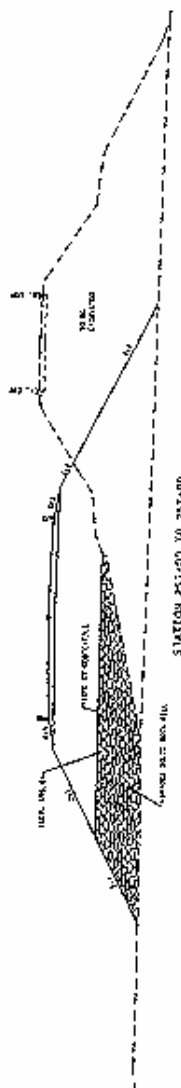
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DEPARTMENT OF TRANSPORTATION
BUREAU OF PUBLIC SAFETY
PROPOSED
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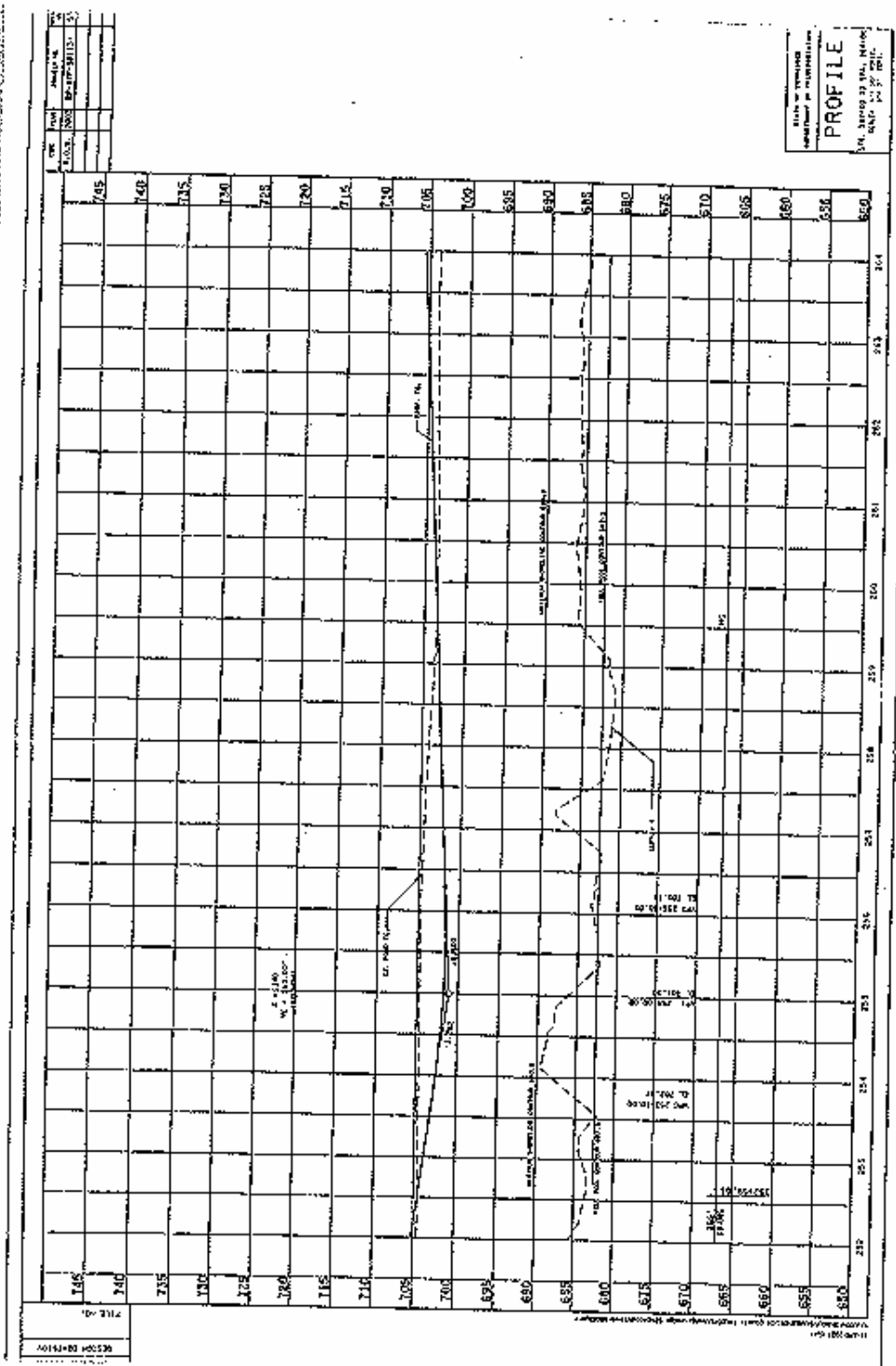


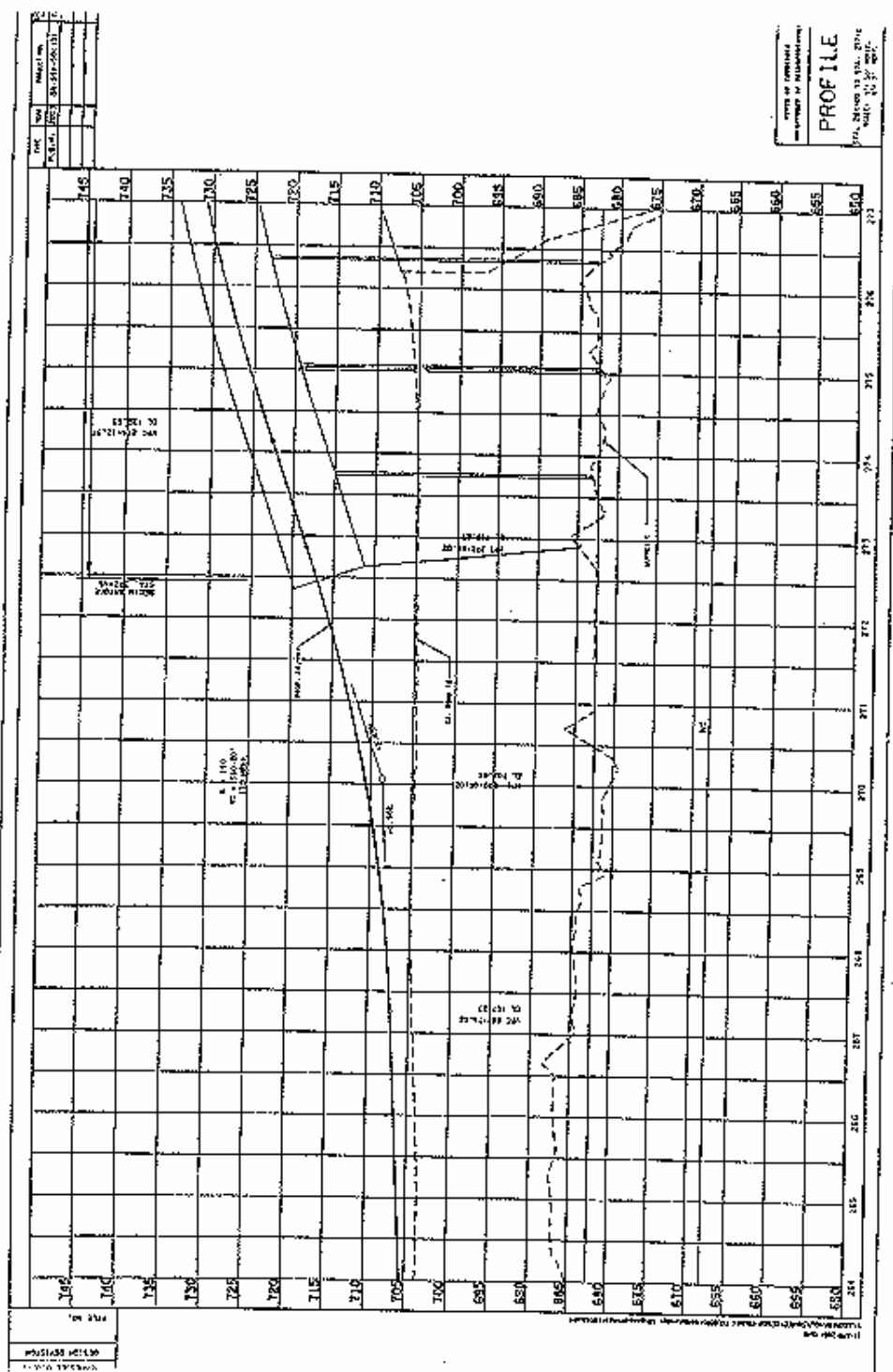
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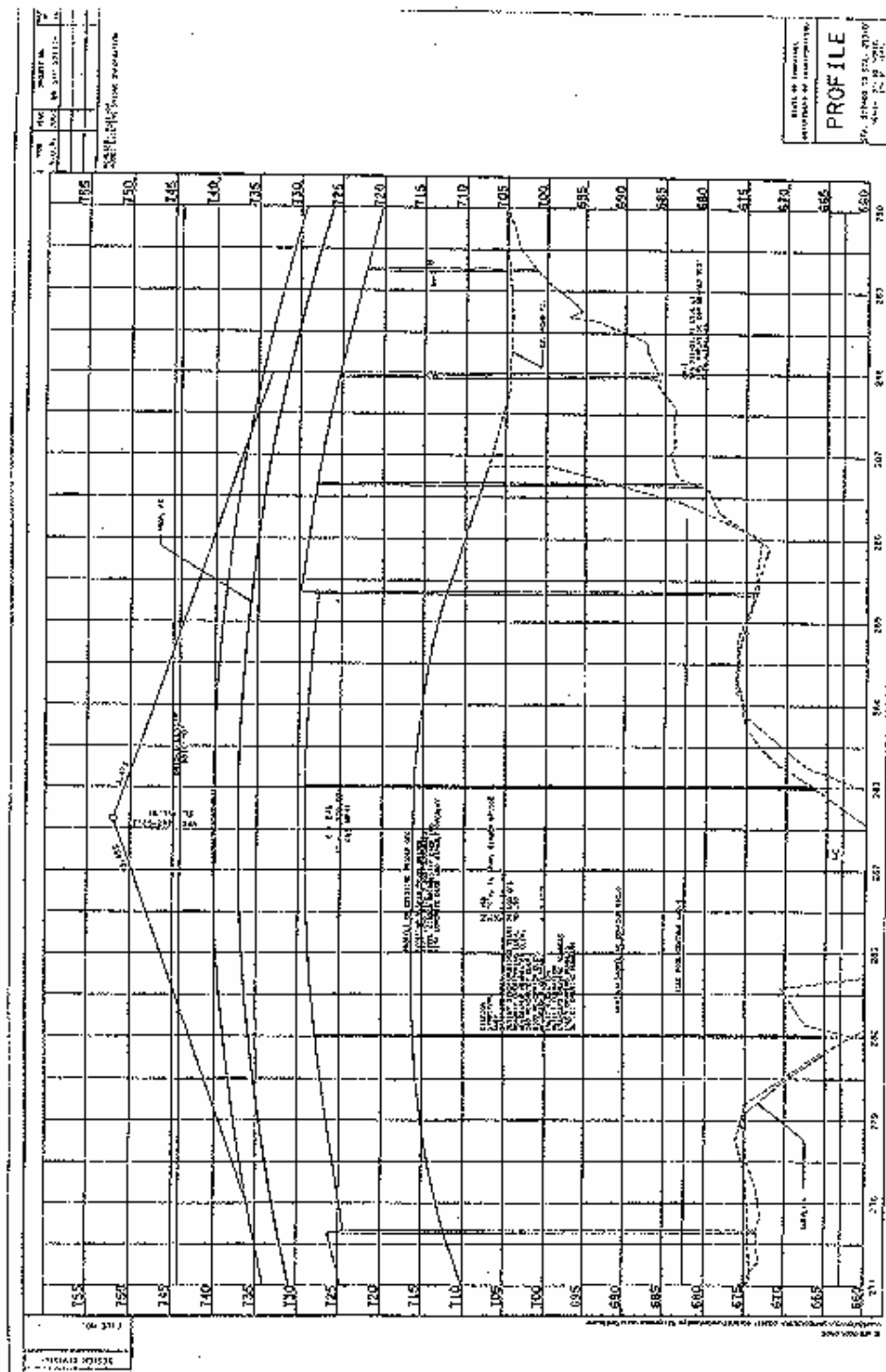
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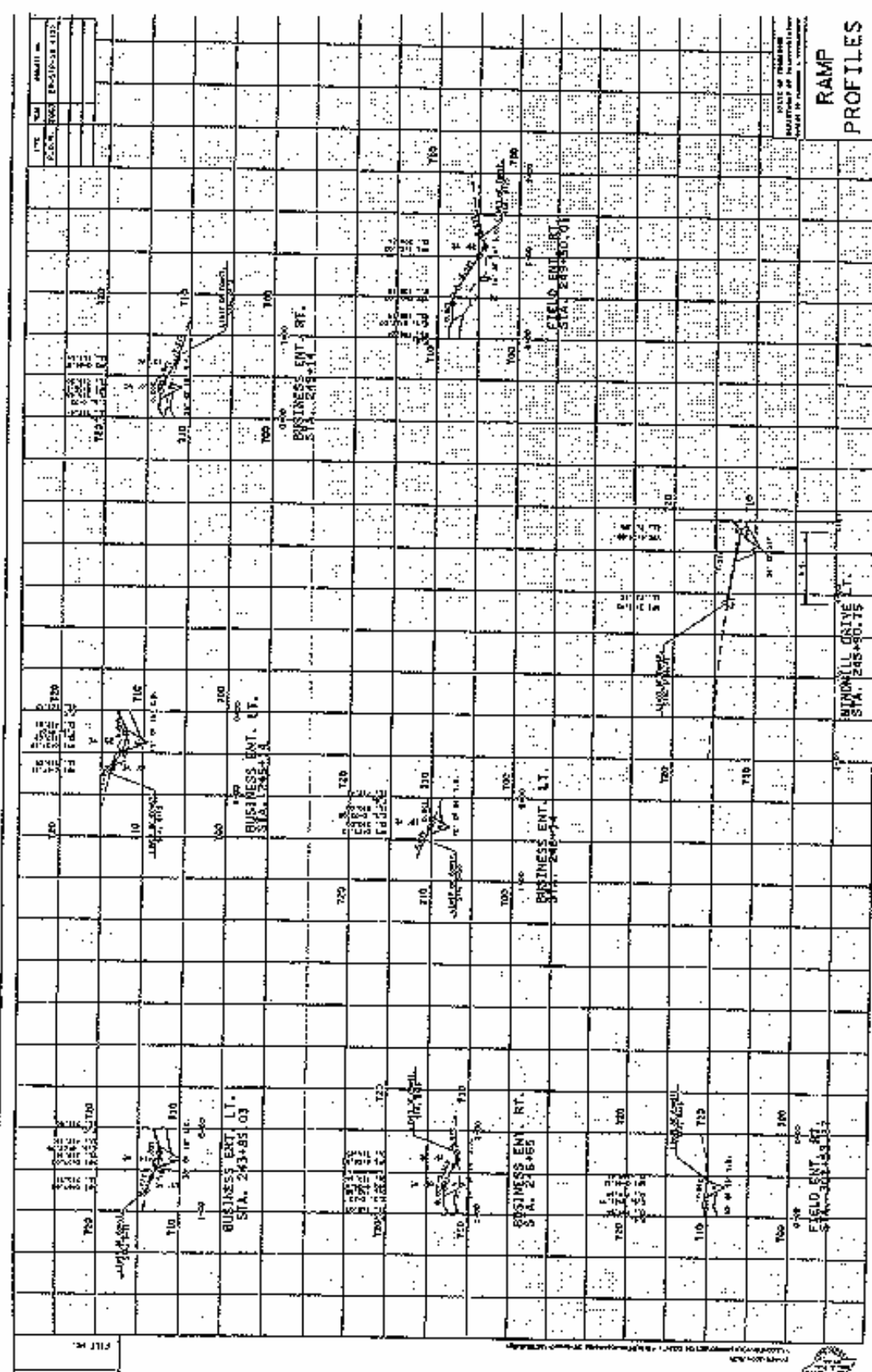
TYPICAL
SECTIONS







1. This drawing is to be used for the purpose of showing the location of the proposed project on the ground. It is not to be used for the purpose of showing the location of the project on the map.



Cultural Resources Survey For Advanced Planning Report

**State Route 58 Bridge (LM 5.22) Over
Hiwassee River
Meigs County, Tennessee**

TDOA Permit No. 000307

Submitted To:

Neel-Schaffter, Inc.
Suite 310 Hohbs Building
4205 Hillsboro Road
Nashville, Tennessee 37215

And


Tennessee Department of Transportation
Planning Division
Suite 900, James K. Polk Building
505 Deadrick Street
Nashville, Tennessee 37243-0334

Submitted By:

Weaver & Associates, L.L.C.
419 Garland Street
Memphis, Tennessee 38104

Authored By:

Brian R. Collins and Guy G. Weaver



Guy G. Weaver
Principal Investigator

March 1999

**Cultural Resources Survey For Advanced Planning Report
State Route 58 Bridge (I.M. 5.22) Over
Hiwassee River
Meigs County, Tennessee**

MANAGEMENT SUMMARY

A cultural resources survey was conducted at Bridge No. 61SR0580003, in conjunction with the preparation of an Advanced Planning Report for bridge repair or replacement. The specific Area of Potential Effect has not yet defined for this project. The results of the cultural resources investigation suggest the proposed construction could have adverse effects on potentially significant cultural resources. It is recommended that Phase II archaeological testing be conducted on archaeological sites effected by the construction, along with historical architectural recordation of standing structures over 50 year in age within the Area of Potential Effect.

REPORT OF THE INVESTIGATIONS

Introduction

At the request of Neel-Schaffer, Inc., and the Tennessee Department of Transportation (TDOT), Weaver & Associates, L.L.C. conducted an Advanced Planning Report (APR) cultural resources survey of Bridge No. 61SR0580003, State Route 58, over the Hiwassee River in Meigs County, Tennessee (Figure 1). The work was performed under Work Order No. 11, Agreement No. E0350, Project No. 99104-1202-94 (BR-STP [15]). This is one of 15 bridges visited under this work order.

The objective of the APR is to determine the best approach to bridge repair or replacement, given the physical condition of the bridge and its environmental and social context (Kline & Carver 1998; Weaver 1998). The primary object of the archaeological survey is to identify and record cultural resources within the Area of Potential Effect (APE) that are listed, eligible for listing, or potentially eligible for listing on the National Register of Historic Places (NRHP), pursuant to the criteria set forth in 36 CFR 60.4. Identified cultural resources were assessed, and efforts were made, in consultation with the engineers, to devise ways to avoid impacts to these properties. Recommendations are provided for appropriate cultural resource management decisions to comply with Section 106 of the National Historic Preservation Act.

Location of the Project Area

Bridge No. 61SR0580003 is located on a relatively straight section of State Route 58 where the highway crosses the Hiwassee River (Chickamauga Lake) in Meigs County, approximately 9.6 miles (15.4 km) north of Cleveland, Tennessee (Figures 1 and 2).

The bridge appears to be comprised of three spans, featuring two riveted Pratt trusses with pin-connected cross bracing flanking a center span composed of a riveted Pennsylvania truss with pin-connected top lateral bracing (Comp and Jackson 1977). A causeway extends approximately 1300 ft (400 m) from the south shore of the lake to the bridge.

The terrain consists of the inundated Hiwassee River floodplain and sloping terraces overlooking the river. Before the inundation of Chickamauga Lake, a series of natural levees following the river channel. Segments of these levees now appear as islands during the annual draw-down of the reservoir. Chickamauga Lake is owned by the Tennessee Valley Authority. On the west side of the bridge is the Hiwassee Wildlife Refuge, managed by the Tennessee Wildlife Resources Agency.

At present, Neel-Schaffer and TDOF engineers propose construction of a new bridge, although it has not been decided if the new bridge will be constructed upstream (east) or downstream (west) of the existing bridge. Consequently, the study area for this project includes an area approximately 50 ft (15 m) wide on both the east and west sides of the existing bridge, extending approximately 330 ft (100 m) on both the north and south sides of the lake.

Literature and Records Search

Methods

Before beginning field investigations, a complete literature and records search of the bridge location was conducted. Information was collected on previously recorded archaeological sites in and near the survey area in order to provide a cultural/historical context for the area under investigation. Record groups examined include the state archaeological site files housed at the Tennessee Division of Archaeology (TDOA), and map data showing the location of Historical Properties on file with the Tennessee Historical Commission (THC).

Results

Hiwassee River has been a subject of archaeological study for decades. Recently, TVA commissioned an archaeological inventory of Chickamauga Reservoir that includes the study area (Elliot et al. 1993). Figure 1 shows those recorded site locations in the immediate vicinity of the bridge that could be impacted by new bridge construction; 40MG99, 40MG219, 40MG82, 40MG90, and 40MG214. State site forms are provided in Appendix A.

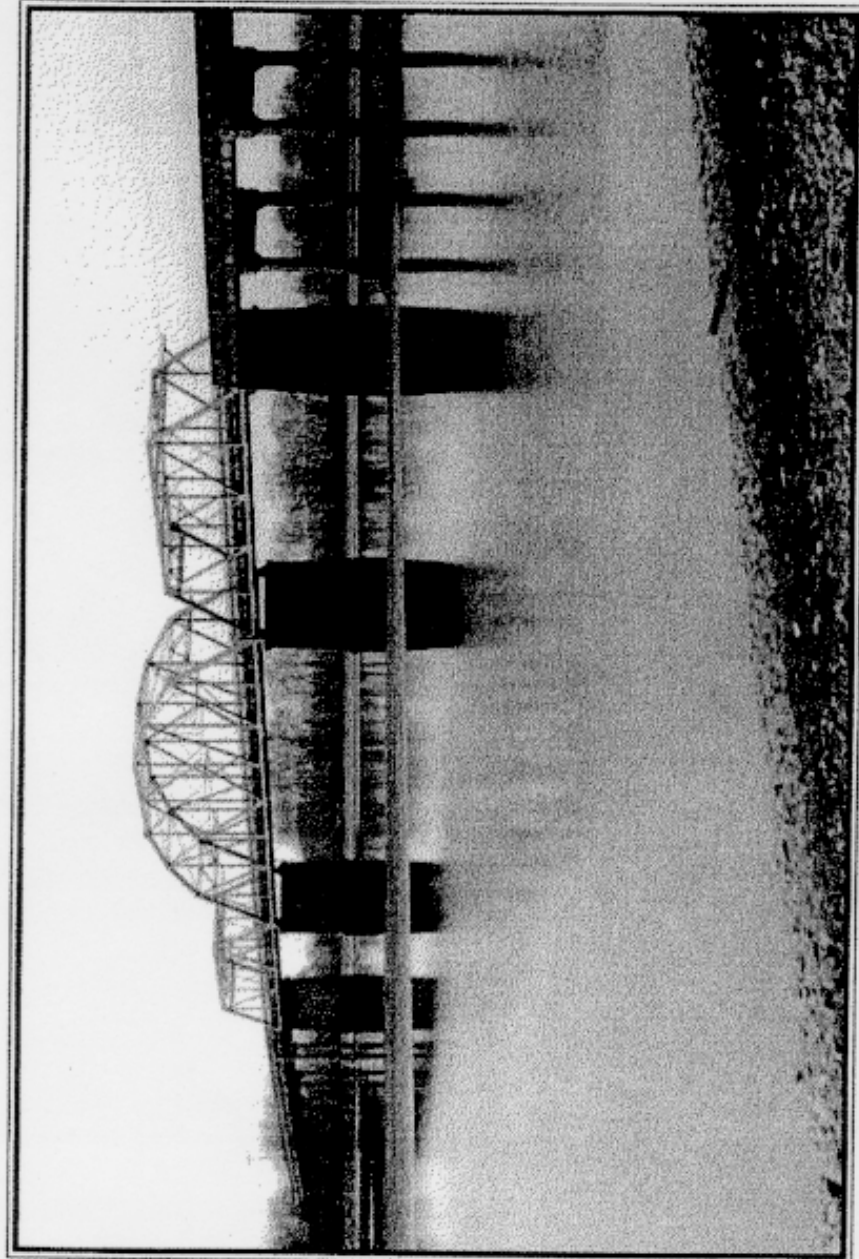


Figure 2. Bridge over Hiawasse River (No. 61SR0580003), view towards the southwest.

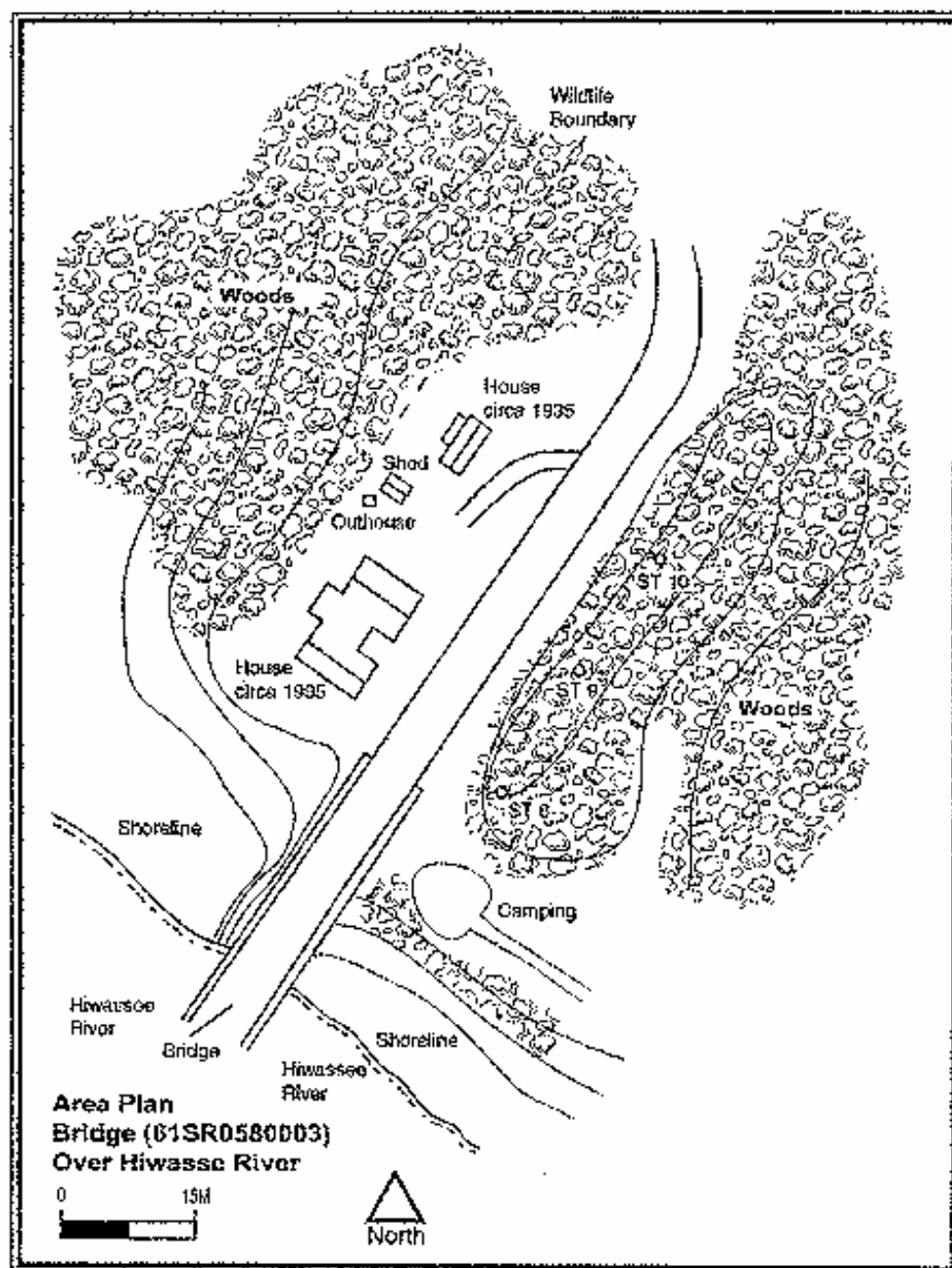


Figure 2. Area Plan Bridge (61SR0580003) over Hiwassee River , Meigs County, TN.

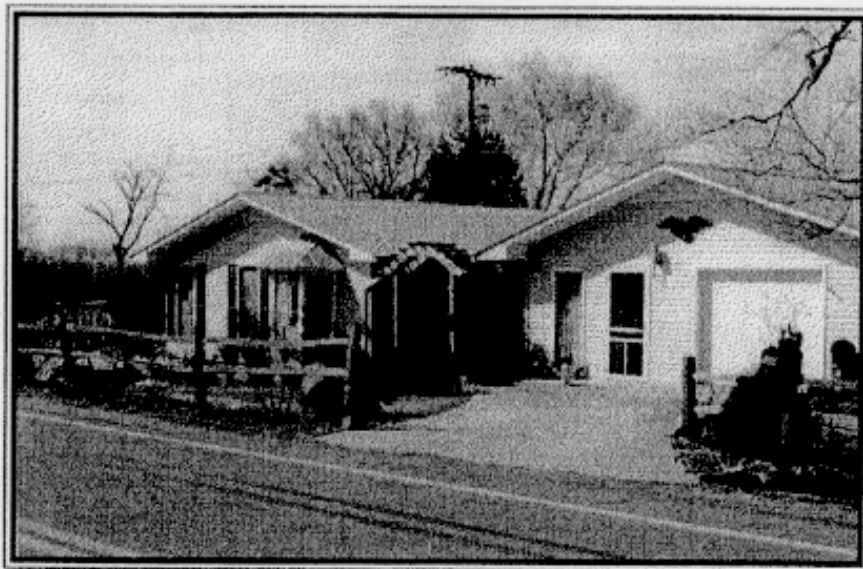


Figure 4. Modern Structure, Meigs County, view towards the southwest.



Figure 5. 1935 Structure, Meigs County, view towards the northwest.

Two archaeological sites, 40MG99 and 40MG219 are located west of the bridge, while 40MG82, 40MG90, and 40MG214 are located east of the bridge.

Review of THC files indicates no previously recorded historic structures mapped within the APE. However, there is one potentially significant standing structure in the northwest quadrant of the study area. This and other structures are discussed below.

Field Investigations

Methods

As specified in the Request for Proposal, field methods included visual and subsurface survey techniques. In areas of good surface visibility, pedestrian survey methods were implemented. In areas with little to no surface visibility, shovel tests were excavated at no more than 30 m (100 ft) intervals. Shovel tests measured approximately 30 cm (1 ft) in diameter and were excavated to sterile subsoil. Fill was screened through ¼ inch wire mesh. Sediments were recorded on standard forms using Munsell soil color designations. The location of all shovel tests was drawn on a sketch map while in the field.

Results

Field investigations were conducted by the senior author on February 15, 1999. The levee islands were not assessable at the time of the survey, but information was collected for the APE on both the north and south sides of the lake. For present purposes, the project area was divided into quadrants. A description of these areas and the work conducted is provided below:

Northeast Quadrant: To the northeast of the bridge, east of SR-58, shorelines afforded excellent surface visibility. A surface inspection of the shoreline was conducted in excess of 100 meters east of SR-58. No cultural remains were encountered in these investigations. The terrain slopes up sharply north to a campground area. Three shovel tests (ST 8-ST 10) were excavated in this area at 30 meter intervals (see Figure 3). A typical soil profile consisted of 0-10 cm dark brown (7.5YR 3/2) silt loam over 10-20 cm strong brown (7.5YR 4/6) clay loam. No cultural materials, features, or deposits were evident in the shovel tests.

Northwest Quadrant: To the northwest of the bridge, shorelines were inspected for cultural materials to a distance of approximately 100 meters west of SR-58. This area provided adequate surface visibility for visual inspections. No cultural remains were encountered in these surface investigations.

From the shoreline, the terrain slopes up sharply to the north. Several structures are currently present in this portion of the APE, including a modern home (Structure 1) built 4 years ago (see Figures 3 and 4). An older house (Structure 2) is located immediately to the north (see Figures 3 and 5). This structure exhibits a side gable with standing seam roof, 3 bays, and 6 over

6 double hung windows. The exterior has modern vertical siding. A three quarter shed porch with square posts and block balustrade are at the front of the house. Although the house shows modern improvements, reports are it was constructed about 1935. To the rear of the house (southwest) are an old outhouse (probably relocated) and an open gable frame shed with corrugated metal roof. The structure is open at both ends and is being used as a tractor shed.

Permission to test in the yard areas was denied. It was reported by the landowner that an older structure once stood at the location of Structure 1, but the age of the previous structure was unknown.

Southeast Quadrant: Excellent ground visibility was available along the shoreline southeast of the bridge in the vicinity of a boat ramp. This area was investigated through visual surface inspections. No cultural remains were encountered in these inspections. Further south within the APE, the terrain slopes up sharply. This area contains a parking area, camp ground, and a modern store. Some areas in and around the parking lot and camping areas revealed exposed ground surfaces. These exposed areas were visually inspected for cultural resources. No sites were encountered in these investigations.

Southwest Quadrant: The area southwest of the bridge is within the Hiwassee Wildlife Refuge. Excellent surface visibility was available along the shoreline, but no cultural materials were found within 100 meters west of SR-58. South of the shoreline within the APE, the terrain slopes up sharply. A single shovel test (ST 7) was excavated at the top of the slope. The soil profile consisted of 0-15 cm brown (7.5YR 4/4) clay, suggesting this area has been subject to severe erosion. A paved parking area associated with an abandoned gas station is located in this area.

Conclusions and Recommendations

Results of the literature and records search and the archaeological fieldwork at Bridge No. 61SR0580003 suggest that new bridge construction to the west (downstream) of the existing bridge could adversely effect potentially significant archaeological sites 40MG99 and 40MG219, as well as standing structures over 50 years in age. If the new construction is east of the existing bridge, potentially significant archaeological deposits are sites 40MG82, 40MG90, and 40MG214 could be adversely effected. In either case, it is recommended that Phase II archaeological testing be conducted at sites within the revised APE. If the APE includes the area west of the bridge, historical architectural recordation of Structure 2 is recommended along with archaeological testing in the area of the reported older building at Structure 1.

Alternatively, it is recommended that Phase II archaeological testing be conducted at all five archaeological sites and in the vicinity of Structure 1 before final bridge designs are completed. In this way, significant archaeological sites found to be eligible for nomination to the NRHP might be avoided.

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Appendix A.

Archaeological Site Forms for

40MG99, 40MG219, 40MG82, 40MG90, and 40MG214

TENNESSEE SITE SURVEY FORM
TENNESSEE DIVISION OF ARCHAEOLOGY

COUNTY: Meigs FIELD NO: Site 92 STATE SITE NO: 40MG82

SITE NAME: _____

CULTURAL AFFILIATION:

- | | |
|--|---|
| <input type="checkbox"/> 01 - UNDETERMINED PREHISTORIC | <input type="checkbox"/> 10 - MIDDLE WOODLAND |
| <input type="checkbox"/> 02 - PALEO-INDIAN | <input type="checkbox"/> 11 - LATE WOODLAND |
| <input type="checkbox"/> 03 - TRANSITIONAL PALEO | <input type="checkbox"/> 12 - MISSISSIPPIAN |
| <input type="checkbox"/> 04 - ARCHAIC | <input type="checkbox"/> 13 - PROTOHISTORIC |
| <input type="checkbox"/> 05 - EARLY ARCHAIC | <input type="checkbox"/> 14 - CONTACT PERIOD ABORIGINAL |
| <input type="checkbox"/> 06 - MIDDLE ARCHAIC | <input type="checkbox"/> 15 - HISTORIC ABORIGINAL |
| <input checked="" type="checkbox"/> 07 - LATE ARCHAIC | <input checked="" type="checkbox"/> 16 - HISTORIC NONABORIGINAL |
| <input checked="" type="checkbox"/> 08 - WOODLAND | <input type="checkbox"/> 17 - UNDETERMINED HISTORIC |
| <input type="checkbox"/> 09 - EARLY WOODLAND | <input type="checkbox"/> 18 - PLEISTOCENE FAUNAL |

SITE TYPE: (Consult SITE TYPE listing for categories and numbers)

1 OPEN HABITATION

HISTORIC DATE RANGE:

- | | |
|---|--|
| <input type="checkbox"/> EARLY HISTORIC - PRE -1770 | <input checked="" type="checkbox"/> HISTORIC IV - 1861-1899 |
| <input type="checkbox"/> HISTORIC II - 1770-1819 | <input checked="" type="checkbox"/> LATE HISTORIC - 1900-PRESENT |
| <input type="checkbox"/> HISTORIC III - 1820-1860 | |

QUAD NAME: Birchwood QUAD NO: 11856 QUAD DATE: 19

NORTH LATITUDE: 0 0 0
WEST LONGITUDE: 0 0 0

UTM ZONE: 16
NORTHING: 3915600
EASTING: 690060

RELIABILITY OF SITE LOCATION INFORMATION ☒ GOOD ☐ APPROX. ☐ LOCATION UNKNOWN

PHYSIOGRAPHIC DIVISION:

- | | |
|--|---|
| <input type="checkbox"/> UNAKA MOUNTAINS | <input type="checkbox"/> WESTERN HIGHLAND RIM |
| <input checked="" type="checkbox"/> VALLEY AND RIDGE | <input type="checkbox"/> WESTERN VALLEY |
| <input type="checkbox"/> CUMBERLAND PLATEAU | <input type="checkbox"/> COASTAL PLAIN |
| <input type="checkbox"/> EASTERN HIGHLAND RIM | <input type="checkbox"/> MISSISSIPPI RIVER VALLEY |
| <input type="checkbox"/> CENTRAL BASIN | |

LANDFORM TYPE:

- | | |
|--|--|
| <input checked="" type="checkbox"/> FLOODPLAIN | <input type="checkbox"/> DISSECTED UPLANDS |
| <input type="checkbox"/> TERRACE | <input type="checkbox"/> UNDISSECTED UPLANDS |
| <input type="checkbox"/> RIVERSIDE | OTHER: _____ |

LOCALITY TYPE:

- | | |
|--|-------------------------------------|
| <input checked="" type="checkbox"/> LEVEL | <input type="checkbox"/> BLUFF BASE |
| <input type="checkbox"/> KNOLL | <input type="checkbox"/> RIDGE |
| <input type="checkbox"/> CLOSED DEPRESSION | <input type="checkbox"/> SLOPE |
| <input type="checkbox"/> BLUFF CREST | OTHER: <u>Level remnant</u> |

SOIL ASSOCIATION: (3 character code from SOILS OF TENNESSEE) J51

SOIL TYPE: (3 character code from printed county soil surveys) Ch2

ELEVATION: 680 SITE AREA: 75m X 40m off top

BASIS FOR SITE AREA ESTIMATE:

- | | | |
|---------------------------------|--|-------------------------|
| <input type="checkbox"/> TAPED | <input type="checkbox"/> GUESSED | OTHER: <u>Estimated</u> |
| <input type="checkbox"/> PACKED | <input type="checkbox"/> TRANSIT/ALIDADE | |

SITE NO: 40MG02

FIELD NO: Site 9/

page 2

SITE BOUNDARIES - ARE THE BOUNDARIES AS DETAILED ON THIS FORM ACCURATE
FOR THE TOTAL AREA OF THIS SITE? ☒ YES ☐ NO

DRAINAGE: (Drainage code from TRIBUTARY RIVER BASINS IN TENNESSEE and name)

22 Hiwassee River Basin in Tennessee

22B From below Ocoee River to mouth

CLOSEST WATER TO SITE:

<input checked="" type="checkbox"/> PERMANENT STREAM	<input type="checkbox"/> LAKE
<input type="checkbox"/> INTERMITTENT STREAM	<input type="checkbox"/> SLOUGH/OXBOW LAKE
<input type="checkbox"/> PERMANENT SPRING	<input type="checkbox"/> WELL (HISTORIC SITES ONLY)
<input type="checkbox"/> INTERMITTENT SPRING	<input type="checkbox"/> POND (HISTORIC SITES ONLY)

DISTANCE TO WATER: Modern river channel 0.5 south

LAND USE AT TIME OF SURVEY: Two Chickamauga Reservoir

SITE CONDITION AT TIME OF SURVEY:

<input type="checkbox"/> THOUGHT TO BE UNDISTURBED	<input type="checkbox"/> 77-99% DISTURBED
<input type="checkbox"/> LESS THAN 25% DISTURBED	<input type="checkbox"/> TOTALLY DESTROYED
<input type="checkbox"/> 26-50% DISTURBED	<input checked="" type="checkbox"/> DISTURBED, & UNKNOWN
<input type="checkbox"/> 51-75% DISTURBED	

DESCRIBE SURVEY CONDITIONS: (Visibility, ground cover, erosion, etc.)

Excellent visibility; erosion evident

PREHISTORIC MATERIALS: (Indicate whether materials were collected or observed,
be specific about diagnostics. Attach additional
sheets or itemized listings of materials.)

LITHIC WASTE:

Present: see attached list

PROJECTILE POINT/KNIVES:

Present: see attached list

CHIPPED STONE TOOLS:

Present: see attached list

CERAMICS:

Present: see attached list

ANIMAL BONE:

SHELL:

HUMAN BURIAL:

SITE NO: ADK682FIELD NO: Rita 47

page 3

OTHER:

HOW WERE CULTURAL AFFILIATION AND AGE DETERMINED? (Describe diagnostic artifacts, including type names, and attach drawings if available.)

Late Archaic - stemmed point; Woodland - limestone tempered
shards and a rounded based point.

HISTORIC MATERIALS: (Indicate whether collected or observed. Be specific about diagnostics, attach additional sheet or itemized listing if needed.)

Historic IV - late Historic - plain ironstone or
green-colored ware sherd.MIDDEN: ☒ UNKNOWN ☐ EARTH ☐ SHELL ☐ ABSENT

RADIOCARBON DATES:

SAMPLES SUBMITTED FOR DATING: ☐ YES ☒ NO

GIVE RESULTS IF AVAILABLE: (Include reference numbers & Laboratory)

PHOTOGRAPHS AVAILABLE OF SITE, EXCAVATIONS, OR COLLECTIONS: ☒ YES ☐ NO☒ B&W ☒ COLOR SLIDES

OTHER: _____

REPOSITORY: University of Tennessee

COLLECTION ACCESSION NUMBERS:

COLLECTION REPOSITORY:

University of Tennessee, McClung MuseumREPORTED BY: ☒ PROFESSIONAL/STUDENT ☐ AMATEUR ☐ OTHER INFORMANT

INVESTIGATION LEVEL:

☒ RECONNAISSANCE (Surface survey, may include shovel tests)☐ INTENSIVE (Surface survey and testing)☐ EXCAVATED☐ VOLUNTEERED REPORTOWNERSHIP LEVEL: ☐ PRIVATE ☐ STATE☐ LOCAL GOVERNMENT☒ FEDERAL☐ GOVERNMENT/UNSPECIFIEDOWNERSHIP STATUS: ☐ PARK☐ WILDLIFE MANAGEMENT AREA☐ FOREST/FORESTRY NURSERY☐ MILITARY INSTALLATIONOWNER'S NAME: TVA Chickamauga Reservoir

ADDRESS: _____

TENANT'S NAME: _____

ADDRESS: _____

SITE NO: 40MG82

FIELD NO: Site 97

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SIGNIFICANCE STATUS: (Will be filled by EDON)

- ☐ ON NATIONAL REGISTER OF HISTORIC PLACES
- ☐ DETERMINED ELIGIBLE FOR NATIONAL REGISTER
- ☐ DETERMINED NOT ELIGIBLE FOR NATIONAL REGISTER
- ☐ POTENTIALLY ELIGIBLE FOR NATIONAL REGISTER
- ☐ NOT ASSESSED

REPORTER'S NAME: Marvin T. Smith

ADDRESS: Suite 375, 4000 Dekalb Technology Parkway

Atlanta, GA 30340

TELEPHONE: (404) 451-0513

AFFILIATION: Gordon & Associates, Inc.

LOCAL INFORMANT'S NAME: _____

ADDRESS: _____

OTHER COLLECTOR/S OF MATERIAL FROM SITE:

NAME: _____

ADDRESS: _____

GIVE A PHYSICAL DESCRIPTION OF THE SITE, ITS LOCATION, SETTING, DIMENSIONS, FEATURES, LOCATION OF ARTIFACTS AND CONCENTRATIONS, AND EXTENT AND LOCATION OF SITE DISTURBANCE:

Site 97 is situated on a levee remnant (island) just north of the Suwannee River channel and immediately east of the Route 58 bridge. The island is normally under water and therefore, soil type and elevation have been extrapolated from surrounding landforms. The site is a sparse lithic and ceramic scatter covering 75m x 40m. Micastone tempered shards and a rounded based point indicate indeterminate Woodland occupation. The scatter is nearly tangent to ADM64, but is outside the boundary of that site as recorded. No further work is recommended.

DATE OF THIS SURVEY: FEB 4 88

DATE SITE NO. ASSIGNED: 3/3/98B

PROJECT NAME: TVA Chickamauga

Field Site No. 97

State Site No. 401692

Artifacts Inventory

Prehistoric Lithics

- 10 Flakes/ chert
- 1 Utilized flake/ unifacial/ chert
- 1 Core/ chert
- 1 Other biface/ chert
- 2 Hafted bifaces/ chert

Prehistoric Ceramics

- 1 Quartz tempered eroded
- 7 Limestone tempered eroded

Historic

- 1 Plain ironstone

Floral & Faunal

TENNESSEE SITE SURVEY FORM
TENNESSEE DIVISION OF ARCHAEOLOGY

COUNTY: Meigs FIELD NO: Site 105 STATE SITE NO: 40MG90

SITE NAME: _____

CULTURAL AFFILIATION:

- | | |
|---|--|
| <input type="checkbox"/> 01 - UNDETERMINED PREHISTORIC | <input checked="" type="checkbox"/> 10 - MIDDLE WOODLAND |
| <input type="checkbox"/> 02 - PALEO-INDIAN | <input type="checkbox"/> 11 - LATE WOODLAND |
| <input type="checkbox"/> 03 - TRANSITIONAL PALEO | <input type="checkbox"/> 12 - MISSISSIPPIAN |
| <input type="checkbox"/> 04 - ARCHAIC | <input type="checkbox"/> 13 - PROTOHISTORIC |
| <input type="checkbox"/> 05 - EARLY ARCHAIC | <input type="checkbox"/> 14 - CONTACT PERIOD ABORIGINAL |
| <input type="checkbox"/> 06 - MIDDLE ARCHAIC | <input type="checkbox"/> 15 - HISTORIC ABORIGINAL |
| <input type="checkbox"/> 07 - LATE ARCHAIC | <input type="checkbox"/> 16 - HISTORIC NONABORIGINAL |
| <input type="checkbox"/> 08 - WOODLAND | <input type="checkbox"/> 17 - UNDETERMINED HISTORIC |
| <input checked="" type="checkbox"/> 09 - EARLY WOODLAND | <input type="checkbox"/> 18 - PLEISTOCENE FAUNAL |

SITE TYPE: (Consult SITE TYPE listing for categories and numbers)

1 OPEN HABITATION

HISTORIC DATE RANGE:

- | | |
|---|---|
| <input type="checkbox"/> EARLY HISTORIC - PRE -1770 | <input type="checkbox"/> HISTORIC IV - 1861-1899 |
| <input type="checkbox"/> HISTORIC II - 1770-1819 | <input type="checkbox"/> LATE HISTORIC - 1900-PRESENT |
| <input type="checkbox"/> HISTORIC III - 1820-1860 | |

QUAD NAME: Birchwood QUAD NO: 1188E QUAD DATE: 19

UIC ZONE: 16

NORTH LATITUDE: 0 0 0

NORTHING: 3915450

WEST LONGITUDE: 0 0 0

EASTING: 629950

RELIABILITY OF SITE LOCATION INFORMATION ☒ GOOD ☐ APPROX. ☐ LOCATION UNKNOWN

PHYSIOGRAPHIC DIVISION:

- | | |
|--|---|
| <input type="checkbox"/> ONTARIO MOUNTAINS | <input type="checkbox"/> WESTERN HIGHLAND RIM |
| <input checked="" type="checkbox"/> VALLEY AND RIDGE | <input type="checkbox"/> WESTERN VALLEY |
| <input type="checkbox"/> CUMBERLAND PLATEAU | <input type="checkbox"/> COASTAL PLAIN |
| <input type="checkbox"/> EASTERN HIGHLAND RIM | <input type="checkbox"/> MISSISSIPPI RIVER VALLEY |
| <input type="checkbox"/> CENTRAL BASIN | |

LANDFORM TYPE:

- | | |
|--|--|
| <input checked="" type="checkbox"/> FLOODPLAIN | <input type="checkbox"/> DISSECTED UPLANDS |
| <input type="checkbox"/> TERRACE | <input type="checkbox"/> UNDISSECTED UPLANDS |
| <input type="checkbox"/> HILLSIDE | OTHER: _____ |

LOCALITY TYPE:

- | | |
|--|-------------------------------------|
| <input checked="" type="checkbox"/> LEVEL | <input type="checkbox"/> BLUFF BASE |
| <input type="checkbox"/> KNOLL | <input type="checkbox"/> RIDGE |
| <input type="checkbox"/> CLOSED DEPRESSION | <input type="checkbox"/> SLOPE |
| <input type="checkbox"/> BLUFF CREST | OTHER: <u>Levee remnant</u> |

SOIL ASSOCIATION: (3 character code from SOILS OF TENNESSEE) J51

SOIL TYPE: (3 character code from printed county soil surveys) J51

ELEVATION: 680 SITE AREA: 50m long

BASIS FOR SITE AREA ESTIMATE:

- | | | |
|--------------------------------|--|-------------------------|
| <input type="checkbox"/> TAPED | <input type="checkbox"/> GUESSED | OTHER: <u>Estimated</u> |
| <input type="checkbox"/> PACED | <input type="checkbox"/> TRANSIT/ALIDADE | |

SITE NO: 40MG90

FIELD NO: Site 105

page 2

SITE BOUNDARIES - ARE THE BOUNDARIES AS DETAILED ON THIS FORM ACCURATE
FOR THE TOTAL AREA OF THIS SITE? ☒ YES ☐ NO

DRAINAGE: (Drainage code from TRIBUTARY RIVER BASINS IN TENNESSEE and NEARBY)

22 Hiwassee River Basin in Tennessee

22B From below Ocoee River to mouth.

CLOSEST WATER TO SITE:

<input checked="" type="checkbox"/> PERMANENT STREAM	<input type="checkbox"/> LAKE
<input type="checkbox"/> INTERMITTENT STREAM	<input type="checkbox"/> SLUDGE/OXBOW LAKE
<input type="checkbox"/> PERMANENT SPRING	<input type="checkbox"/> WELL (HISTORIC SITES ONLY)
<input type="checkbox"/> INTERMITTENT SPRING	<input type="checkbox"/> POND (HISTORIC SITES ONLY)

DISTANCE TO WATER: 0m north to modern river channel

LAND USE AT TIME OF SURVEY: TVA Chickamauga Reservoir

SITE CONDITION AT TIME OF SURVEY:

<input type="checkbox"/> THOUGHT TO BE UNDISTURBED	<input type="checkbox"/> 77-99% DISTURBED
<input type="checkbox"/> LESS THAN 25% DISTURBED	<input type="checkbox"/> TOTALLY DESTROYED
<input type="checkbox"/> 26-50% DISTURBED	<input checked="" type="checkbox"/> DISTURBED, & UNKNOWN
<input type="checkbox"/> 51-75% DISTURBED	

DESCRIBE SURVEY CONDITIONS: (visibility, ground cover, erosion, etc.)

100% visibility. Width of the site could not be established
due to heavy silting.

PREHISTORIC MATERIALS: (Indicate whether materials were collected or observed,
be specific about diagnostics. Attach additional
sheets or itemized listings of materials.)

LITHIC WASTE:

Present: see attached list

PROJECTILE POINT/KNIVES:

Present: see attached list

CHIPPED STONE TOOLS:

Present: see attached list

CERAMICS:

Present: see attached list

ANIMAL BONE:

Present: See attached list

SHOES:

HUMAN BURIAL:

SITE NO: 40MG90FIELD NO: Site 105

page 3

OTHER:

Present: See attached list

HOW WERE CULTURAL AFFILIATION AND AGE DETERMINED? (Describe diagnostic artifacts including type names, and attach drawings if available.)

Early Woodland - Watts Bar and Long Branch Fabric Marked:Middle Woodland - Wright Check Stamped, Candy Creek CordMarked, Connestee Single Stamped

HISTORIC MATERIALS: (Indicate whether collected or observed. Be specific about diagnostics, attach additional sheet or itemized listing if needed.)

MIDDEN: ☒ UNKNOWN ☐ EARTH ☐ SHELL ☐ ABSENT

RADIOCARBON DATES:

SAMPLES SUBMITTED FOR DATING: ☐ YES ☒ NO

GIVE RESULTS IF AVAILABLE: (Include reference numbers & laboratory)

PHOTOGRAPHS AVAILABLE OF SITE, EXCAVATIONS, OR COLLECTIONS: ☒ YES ☐ NO☒ B&W ☐ COLOR SLIDES

OTHER:

REPOSITORY: University of Tennessee

COLLECTION ACCESSION NUMBERS:

COLLECTION REPOSITORY:

University of Tennessee, McClung MuseumREPORTED BY: ☒ PROFESSIONAL/STUDENT ☐ AMATEUR ☐ OTHER INFORMANT

INVESTIGATION LEVEL:

☒ RECONNAISSANCE (Surface survey, may include shovel tests)☐ INTENSIVE (Surface survey and testing)☐ EXCAVATED☐ VOLUNTEERED REPORTOWNERSHIP LEVEL: ☐ PRIVATE ☐ STATE☐ LOCAL GOVERNMENT☒ FEDERAL☐ GOVERNMENT/UNSPECIFIEDOWNERSHIP STATUS: ☐ PARK☐ WILDLIFE MANAGEMENT AREA☐ FOREST/FORESTRY NURSERY☐ MILITARY INSTALLATIONOWNER'S NAME: TVA Chickasaw Reservoir

ADDRESS:

TENANT'S NAME:

ADDRESS:

SITE NO: 40MG90FIELD NO: Site 105

page 4

SIGNIFICANCE STATUS: (Will be filled by TOCA)

- ☐ ON NATIONAL REGISTER OF HISTORIC PLACES
☐ DETERMINED ELIGIBLE FOR NATIONAL REGISTER
☐ DETERMINED NOT ELIGIBLE FOR NATIONAL REGISTER
☐ POTENTIALLY ELIGIBLE FOR NATIONAL REGISTER
☐ NOT ASSESSED

REPORTER'S NAME: Marvin T. SmithADDRESS: Suite 375, 4000 Dekalb Technology ParkwayAtlanta, GA 30340TELEPHONE: (404) 451-9513AFFILIATION: Garcia & Associates, Inc.

LOCAL INFORMANT'S NAME: _____

ADDRESS: _____

OTHER COLLECTOR/S OF MATERIAL FROM SITE:

NAME: _____

ADDRESS: _____

GIVE A PHYSICAL DESCRIPTION OF THE SITE, ITS LOCATION, SETTING, DIMENSIONS, FEATURES, LOCATION OF ARTIFACTS AND CONCENTRATIONS, AND EXTENT AND LOCATION OF SITE DISTURBANCE:

Site 105 is located on a levee remnant (island) just south of the Kennesaw River channel and approx. 100m east of the Hwy 58 bridge. An access canal from a boat ramp marks the river at this point. The site is a scatter of lithics and ceramics extending 50m along the river to the canal/creek mouth. The dimension perpendicular could not be established due to silting. Early to Middle Woodland ceramics were recovered in addition to some daub. Further work is not recommended due evidence of heavy erosion.

DATE OF THIS SURVEY: FEB 2 82DATE SITE NO. ASSIGNED: 3/8/1988

PROJECT NAME: TVA Chickamauga

Field Site No. 105

State Site No. 40MG90

Artifacts Inventory

Prehistoric Lithics

- 23 Flakes/ 20 chert, 3 quartz
- 1 Polished Greenstone fragment
- 2 Cores/ chert
- 2 Utilized flakes/ unifacial/ chert
- 2 Other bifaces/ chert
- 1 Hafted biface/ chert

Prehistoric Ceramics

- 4 Daub
- 3 Watts Bar Fabric marked
- 1 Watts Bar eroded
- 2 Connestee simple stamped
- 4 Long Branch Fabric marked
- 2 Wright checked stamped
- 1 Candy Creek/ Hamilton cord marked
- 1 Mulberry Creek plain
- 1 Eroded limestone tempered

Historic

Floral & Faunal

- 1 Bone fragment

TENNESSEE SITE SURVEY FORM
TENNESSEE DIVISION OF ARCHAEOLOGY

COUNTY: Meigs FIELD NO: Site 114 STATE SITE NO: 40MG99

SITE NAME: _____

CULTURAL AFFILIATION:

- | | |
|--|--|
| <input type="checkbox"/> 01 _ UNDETERMINED PREHISTORIC | <input checked="" type="checkbox"/> 10 X MIDDLE WOODLAND |
| <input type="checkbox"/> 02 _ PALEO-INDIAN | <input type="checkbox"/> 11 _ LATE WOODLAND |
| <input type="checkbox"/> 03 _ TRANSITIONAL PALEO | <input checked="" type="checkbox"/> 12 X MISSISSIPPIAN |
| <input type="checkbox"/> 04 _ ARCHAIC | <input type="checkbox"/> 13 _ PROTOHISTORIC |
| <input type="checkbox"/> 05 _ EARLY ARCHAIC | <input type="checkbox"/> 14 _ CONTACT PERIOD ABORIGINAL |
| <input type="checkbox"/> 06 _ MIDDLE ARCHAIC | <input type="checkbox"/> 15 _ HISTORIC ABORIGINAL |
| <input checked="" type="checkbox"/> 07 X LATE ARCHAIC | <input type="checkbox"/> 16 _ HISTORIC NONABORIGINAL |
| <input type="checkbox"/> 08 _ WOODLAND | <input type="checkbox"/> 17 _ UNDETERMINED HISTORIC |
| <input type="checkbox"/> 09 _ EARLY WOODLAND | <input type="checkbox"/> 18 _ PLEISTOCENE FAUNAL |

SITE TYPE: (Consult SITE TYPE listing for categories and numbers)

1 OPEN HABITATION

HISTORIC DATE RANGE:

- | | |
|---|---|
| <input type="checkbox"/> EARLY HISTORIC - PRE -1770 | <input type="checkbox"/> HISTORIC IV - 1861-1899 |
| <input type="checkbox"/> HISTORIC II - 1770-1819 | <input type="checkbox"/> LATE HISTORIC - 1900-PRESENT |
| <input type="checkbox"/> HISTORIC III - 1820-1860 | |

QUAD NAME: Birchwood QUAD NO: 119SW QUAD DATE: 12

UTM ZONE: 16

NORTH LATITUDE: 0 0 0

NORTHING: 3915570

WEST LONGITUDE: 0 0 0

EASTING: 689620

RELIABILITY OF SITE LOCATION INFORMATION ☒ GOOD ☐ APPROX. ☐ LOCATION UNKNOWN

PHYSIOGRAPHIC DIVISION:

- | | |
|--|---|
| <input type="checkbox"/> UNAKA MOUNTAINS | <input type="checkbox"/> WESTERN HIGHLAND RIM |
| <input checked="" type="checkbox"/> VALLEY AND RIDGE | <input type="checkbox"/> WESTERN VALLEY |
| <input type="checkbox"/> CUMBERLAND PLATEAU | <input type="checkbox"/> COASTAL PLAIN |
| <input type="checkbox"/> EASTERN HIGHLAND RIM | <input type="checkbox"/> MISSISSIPPI RIVER VALLEY |
| <input type="checkbox"/> CENTRAL BASIN | |

LANDFORM TYPE:

- | | |
|--|--|
| <input checked="" type="checkbox"/> FLOODPLAIN | <input type="checkbox"/> DISSECTED UPLANDS |
| <input type="checkbox"/> TERRACE | <input type="checkbox"/> UNDISSECTED UPLANDS |
| <input type="checkbox"/> HILLSIDE | OTHER: _____ |

LOCALITY TYPE:

- | | |
|--|-------------------------------------|
| <input checked="" type="checkbox"/> LEVEL | <input type="checkbox"/> BLUFF BASE |
| <input type="checkbox"/> KNOLL | <input type="checkbox"/> RIDGE |
| <input type="checkbox"/> CLOSED DEPRESSION | <input type="checkbox"/> SLOPE |
| <input type="checkbox"/> BLUFF CREST | OTHER: <u>Level remnant</u> |

SOIL ASSOCIATION: (3 character code from SOILS OF TENNESSEE) J51

SOIL TYPE: (3 character code from printed county soil surveys) Ch

ELEVATION: 600 SITE AREA: 500m x 30m

BASIS FOR SITE AREA ESTIMATE:

- | | | |
|--------------------------------|--|------------------------|
| <input type="checkbox"/> TAPED | <input type="checkbox"/> GUESSED | OTHER: <u>off topo</u> |
| <input type="checkbox"/> PAVED | <input type="checkbox"/> TRANSIT/ALIDADE | |

SITE NO: 40MG99FIELD NO: Site 114

page 2

SITE BOUNDARIES - ARE THE BOUNDARIES AS DETAILED ON THIS FORM ACCURATE
FOR THE TOTAL AREA OF THIS SITE? ☒ YES ☐ NO

DRAINAGE: (Drainage code from TRIBUTARY RIVER BASINS IN TENNESSEE and name)

22... Hiwassee River Basin in Tennessee22B... From below Ocoee River to mouth.

CLOSEST WATER TO SITE:

- | | |
|--|---|
| <input checked="" type="checkbox"/> PERMANENT STREAM | <input type="checkbox"/> LAKE |
| <input type="checkbox"/> INTERMITTENT STREAM | <input type="checkbox"/> SLOUGH/OXBOW LAKE |
| <input type="checkbox"/> PERMANENT SPRING | <input type="checkbox"/> WELL (HISTORIC SITES ONLY) |
| <input type="checkbox"/> INTERMITTENT SPRING | <input type="checkbox"/> POND (HISTORIC SITES ONLY) |

DISTANCE TO WATER: 0m SW to the modern river channelLAND USE AT TIME OF SURVEY: TVA Chickamauga Reservoir

SITE CONDITION AT TIME OF SURVEY:

- | | |
|--|---|
| <input type="checkbox"/> THOUGHT TO BE UNDISTURBED | <input type="checkbox"/> 77-99% DISTURBED |
| <input type="checkbox"/> LESS THAN 25% DISTURBED | <input checked="" type="checkbox"/> TOTALLY DESTROYED |
| <input type="checkbox"/> 26-50% DISTURBED | <input type="checkbox"/> DISTURBED, & UNKNOWN |
| <input type="checkbox"/> 51-75% DISTURBED | |

DESCRIBE SURVEY CONDITIONS: (visibility, ground cover, erosion, etc.)

Visibility was 100%.PREHISTORIC MATERIALS: (Indicate whether materials were collected or observed,
be specific about diagnostics. Attach additional
sheets or itemized listings of materials.)

LITHIC WASTE:

Present: see attached list

PROJECTILE POINT/KNIVES:

Present: see attached list

CHIPPED STONE TOOLS:

Present: see attached list

CERAMICS:

Present: see attached list

ANIMAL BONE:

SHELL:

HUMAN BURIAL:

SITE NO: 40MG99FIELD NO: Site 114

page 3

OTHER:

Excavated: see attached list

HOW WERE CULTURAL AFFILIATION AND AGE DETERMINED? (Describe diagnostic artifacts, including type names, and attach drawings if available.)

Prehistoric: A late archaic stemmed point and steatite
sherd, Middle woodland Candy Creek Coxo marked ceramic, and
a Mississippian plain ceramic sherd.

HISTORIC MATERIALS: (Indicate whether collected or observed. Be specific about diagnostics, attach additional sheet or itemized listing if needed.)

MISSEN: ☒ UNKNOWN ☐ EARTH ☐ SHELL ☐ ABSENT

RADIOCARBON DATES:

SAMPLES SUBMITTED FOR DATING: ☐ YES ☒ NO

GIVE RESULTS IF AVAILABLE: (Include reference numbers & Laboratory)

PHOTOGRAPHS AVAILABLE OF SITE, EXCAVATIONS, OR COLLECTIONS: ☒ YES ☐ NO☒ B&W ☒ COLOR SLIDES OTHER: _____REPOSITORY: University of Tennessee

COLLECTION ACCESSION NUMBERS:

COLLECTION REPOSITORY:

University of Tennessee, McClung MuseumREPORTED BY: ☒ PROFESSIONAL/STUDENT ☐ AMATEUR ☐ OTHER INFORMANT

INVESTIGATION LEVEL:

☒ RECONNAISSANCE (Surface survey, may include shovel tests)☐ INTENSIVE (Surface survey and testing)☐ EXCAVATED☐ VOLUNTEERED REPORTOWNERSHIP LEVEL: ☐ PRIVATE ☐ STATE ☒ FEDERAL
☐ LOCAL GOVERNMENT ☐ GOVERNMENT/UNSPECIFIEDOWNERSHIP STATUS: ☐ PARK ☐ FOREST/FORESTRY NURSERY
☐ WILDLIFE MANAGEMENT AREA ☐ MILITARY INSTALLATIONOWNER'S NAME: EVA Chickamauga Reservoir

ADDRESS: _____

TENANT'S NAME: _____

ADDRESS: _____

SITE NO: 40MG99FIELD NO: Site 114

page 6

SIGNIFICANCE STATUS: (Will be filled by TDOA)

- ☐ ON NATIONAL REGISTER OF HISTORIC PLACES
- ☐ DETERMINED ELIGIBLE FOR NATIONAL REGISTER
- ☐ DETERMINED NOT ELIGIBLE FOR NATIONAL REGISTER
- ☐ POTENTIALLY ELIGIBLE FOR NATIONAL REGISTER
- ☐ NOT ASSESSED

REPORTER'S NAME: Marvin T. SmithADDRESS: Suite 375, 4000 DeKalb Technology Parkway
Atlanta, GA 30340TELEPHONE: 4041451-0513AFFILIATION: Corros & Associates, Inc.

LOCAL INFORMANT'S NAME: _____

ADDRESS: _____

OTHER COLLECTOR/S OF MATERIAL FROM SITE:

NAME: _____

ADDRESS: _____

GIVE A PHYSICAL DESCRIPTION OF THE SITE, ITS LOCATION, SETTING, DIMENSIONS, FEATURES, LOCATION OF ARTIFACTS AND CONCENTRATIONS, AND EXTENT AND LOCATION OF SITE DISTURBANCE:

Site 114 is located on the southern bank of the Kennesaw
River beginning at the Highway 58 bridge going downstream
and directly across from Fuller Slough. It does not appear
on the topo, therefore, the elevation was extrapolated from
surrounding landforms. This site measures approximately
500m x 30m. It consisted mostly of a thin and dispersed
lithic and middle woodland ceramic scatter. Site 114 is
destroyed by wave action and it is not recommended for
further work.

DATE OF THIS SURVEY: FEB 9 88DATE SITE NO. ASSIGNED: 3/15/1988

PROJECT NAME: TVA Chickamauga

Field Site No. 114

State Site No. 40MG99

Artifacts Inventory

Prehistoric Lithics

- 26 Flakes/ 34 chert, 2 quartz
- 1 Core/ chert
- 3 Utilized flakes/ unifacial/ chert
- 9 Other bifaces/ 3 chert, 1 greenstone
- 1 Hafted biface/chert
- 1 Stentite bowl fragment

Prehistoric Ceramics

- 1 Daub fragment
- 3 Conestee simple stamped
- 2 Mississippian plain
- 2 Mulberry Creek Plain
- 1 Candy Creek cord marked
- 1 Watts Bar eroded

Historic

Floral & Faunal

TENNESSEE SITE SURVEY RECORD
TENNESSEE DIVISION OF ARCHAEOLOGY

MEIGS

STATE SITE NUMBER: 40W90214 ASSIGNED: 03/23/93
DATE OF SURVEY: 12/28/92 NATIONAL REGISTER STATUS: Unprocessed

NAME/FIELD #: 122

SITE TYPE:
PREHISTORIC--OPEN HABITATION (CAMP, VILLAGE)

CULTURAL AFFILIATION:
 ARCHAIC
 LATE ARCHAIC
 WOODLAND

HUMAN REMAINS: Unknown
OWNERSHIP: Federal Government
PHYSIOGRAPHY: Valley and Ridge
ELEVATION: 690' AMSL

USGS QUAD MAP: 119SW BIRCHWOOD

UTM: 16 689950 3915200

DRAINAGE: 22B

SITE SIZE: Length: 250 Width: 90 Area: 22500
AREA BASIS: Paced Boundaries Uncertain

LAND USE/GROUND COVER: Inundated Regularly/Riverbank

SITE CONDITION at time of this survey: 51-75% Disturbed

INVESTIGATION LEVEL: Surface Collection (grab bag)

C-14 DATES not available PHOTOS available
COLLECTIONS available

INDIA SITE SURVEY RECORD--PART B

COLLECTIONS

SITE NO.: 40 MG213
REPORT DATE: 06/30/93

ARTIFACT COLLECTIONS

REPOSITORY: McClung Museum University of Tennessee

ACCESSION NUMBERS: _____

COLLECTION SIZE: _____

COMMENTS:

PHOTOGRAPHS

REPOSITORY: McClung Museum University of Tennessee

ACCESSION NUMBERS: _____

MEDIA TYPE(S): 35 mm

QUANTITY: _____

COMMENTS:

REPORTER: Dan Elliott, Garrow & Associates, Inc.

CN-0919

TVA SITE SURVEY RECORD--PART 1

PREHISTORIC SITE/COMMENT

SITE NO.: 40 MCE214
REPORT DATE: 08/20/83

1. SITE DESCRIPTION/COMMENTS:

This site is located on an island east of the State Highway 55 bridge that crosses the Hiwassee River. The low island is covered in hardwood trees. The site covers the entire length of the island. Artifacts were exposed along the western and northern shores, while the other sides of the island were covered with heavy silt. Shoreline visibility was restricted, however, due to the high lake level at the time of survey.

2. OWNERSHIP:

Name: Tennessee Valley Authority
Address: Norris, Tennessee
Phone:
Tenant:

3. BIBLIOGRAPHIC REFERENCES:

Elliott, Daniel T., Marvin T. Smith, Charles McNutt, Jr. and Guy Weaver. 1993 Chickamauga Reservoir Archaeological Site Inventory: Results of Survey from 1987 to 1993. Garrow & Associates, Inc., Atlanta, Georgia. Submitted to TVA, Norris, Tennessee.

4. LOCATION OF ADDITIONAL INFORMATION:

REPORTER: Dan Elliott, Garrow & Associates, Inc.

CN-0919

ADCA SITE SURVEY RECORD--PART D

ARTIFACT INVENTORY

SITE NO.: 40 MG214

REPORT DATE: 06/30/93

The artifacts include chipped stone, ground stone, aboriginal pottery and fire cracked rocks. Stone tools recovered from the site include two medium stemmed Late Archaic projectile points and other non diagnostic tools. The small pottery assemblage includes one Mulberry Creek plain and one other unidentified limestone tempered shard.

REPORTER: Dan Elliott, Garrow & Associates, Inc.

CS-0019

TEOA SITE SURVEY RECORD--PART 2

COLLECTIONS

SITE NO.: 4D MG214

REPORT DATE: 06/30/93

ABSTRACT COLLECTIONS

REPOSITORY: McClung Museum University of Tennessee

ACCESSION NUMBERS: _____

COLLECTION SIZE: _____

COMMENTS:

PHOTOGRAPHS

REPOSITORY: McClung Museum University of Tennessee

ACCESSION NUMBERS: _____

MEDIA TYPE(S): 35 mm

QUANTITY: _____

COMMENTS:

REPORTER: Dan Elliott Garrow & Associates, Inc.

CR-0919

TENNESSEE SITE SURVEY RECORD
TENNESSEE DIVISION OF ARCHAEOLOGY

MEIGS

STATE SITE NUMBER: 40MG0219 ASSIGNED: 03/23/93
DATE OF SURVEY: 12/31/92 NATIONAL REGISTER STATUS: Unassessed

NAME/FIELD #: 138

SITE TYPE:
PREHISTORIC--OPEN HABITATION (CAMP, VILLAGE)

CULTURAL AFFILIATION:
ARCHAIC

HUMAN REMAINS: Unknown
OWNERSHIP: Federal Government
PHYSIOGRAPHY: Valley and Ridge
ELEVATION: 850' AMSL

USGS QUAD MAP: 119SW BIRCHWOOD

UTM: 16 689470 2915400

DRAINAGE: 22B

SITE SIZE: Length: 420 Width: 80 Area: 33600
AREA BASIS: Paced Boundaries Uncertain

LAND USE/GROUND COVER: Inundated Regularly/Riverbank

SITE CONDITION at time of this survey: 51-75% Disturbed

INVESTIGATION LEVEL: Surface Collection (intensive, may include shovel testing)

0-14 DATES not available PHOTOS available
COLLECTIONS available

2003 SITE SURVEY RECORD--PART 2

PREHISTORIC SITE/COMPONENT

SITE NO.: 49MG219

REPORT DATE: 05/30/93

1. SITE DESCRIPTION/COMMENTS:

This site is located on an island immediately west of the State Highway 58 bridge that crosses the Hiwassee River. The low island is covered in hardwoods and grass and was not tested. The northern shoreline is being actively eroded, while the southern shore is heavily silted with limited artifact visibility. The site contains a low density scatter of chipped stone tools and debris, ground stone and fire cracked rocks. The site may contain subsurface features.

2. OWNERSHIP:

Name: Tennessee Valley Authority
Address: Norris, Tennessee
Phone:
Tenant:

3. BIBLIOGRAPHIC REFERENCES:

Elliott, Daniel T., Marvin T. Smith, Charles McNutt, Jr. and Gay Weaver. 1993 Chickamunga Reservoir Archaeological Site Inventory: Results of Survey from 1987 to 1993. Garrow & Associates, Inc., Atlanta, Georgia. Submitted to TVA, Norris, Tennessee.

4. LOCATION OF ADDITIONAL INFORMATION:

REPORTER: Dan Elliott, Garrow & Associates, Inc.

CN-0919

TRON SITE SURVEY RECORD--PART D

ARTIFACT INVENTORY

SITE NO.: 40 MG219

REPORT DATE: 06/30/98

The artifacts include chipped stone tools and debris, ground stone and fire cracked rock. One small to medium stemmed Archaic projectile point reworked into a scraper, one small stemmed projectile, two diagnostic bifaces and one flake tools are the stone tools that were recovered.

REPORTED BY: Dan Elliott, Garrow & Associates, Inc.

CN-0919

TOOA SITE SURVEY RECORD--PART B

COLLECTIONS

SITE NO.: 40 M6219

REPORT DATE: 06/06/88

ARTIFACT COLLECTIONS

REPOSITORY: McClung Museum University of Tennessee

ACCESSION NUMBERS: _____

COLLECTION SIZE: _____

COMMENTS:

PHOTOGRAPHS

REPOSITORY: McClung Museum University of Tennessee

ACCESSION NUMBERS: _____

MEDIA TYPE(S): 35 mm

QUANTITY: _____

COMMENTS:

REPORTER: Don Elliott, Garrow & Associates, Inc.

CN-0915



MAY 26 2004

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

SUITE 700, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0349
(615) 741-2948

GERALD F. NICELY
COMMISSIONER

PHIL AXEDESSEN
GOVERNOR

May 24, 2004

The Honorable Ken Jones
Mayor, Meigs County
P. O. Box 156
Decatur, Tennessee 37322

Dear Mayor Jones:

Thank you for your letter of May 17, 2004 regarding expediting the replacement of the Highway 58 bridge over the Hiwassee River in Meigs County. The department is doing everything possible to obtain the necessary environmental permits and TVA land acquisitions needed to advance this project to a contract letting. We are certainly aware of your concerns with regard to safety and the restrictions to industrial development that the narrowness of the existing bridge poses.

It is hoped that all impediments to letting a contract will be cleared in time to take bids on a replacement structure this fall. We will evaluate the complexity of the construction project and set the construction time to be the shortest reasonable period. We will also consider incentive/disincentive clauses for the contractor to assist in accelerating the completion of this project.

I appreciate your taking the time to make me aware of your concerns. If you have further questions regarding this project, please contact Mr. Ed Wasserman, Director of our Structures Division, at (615) 741-3351.

Sincerely,

Gerald F. Nicely
Commissioner

GFN:EPW:df

CC: Mr. Dan Fisher, TVA Resource Stewardship ✓
Mr. Ed Wasserman, W/Attach.

MAY 21 2004



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUITE 600, JAMES K. FOLK BUILDING
NASHVILLE, TENNESSEE 37243-0337

GERALD F. NICELY
COMMISSIONER

PHIL BREDENSON
GOVERNOR

May 18, 2004

Tennessee Valley Authority
Attn: Mr. Dan Fisher
Land Use Specialist
Chickamauga/Nickajack Watershed
1101 Market Street (PSC 1E)
Chattanooga, Tennessee 37402-2801

Re: Project No. BR-STP- 58 (13), 61003-2243-94
Tract No. 6; Meigs County
S.R. 58; Bridge over the Hiwassee River

Dear Mr. Fisher:

Please consider this letter as a request for a Sequential TVA Board review for the project and tract noted above. The reasons for this request are as follows:

- Safety reasons- This bridge is over 70 years old and was constructed for smaller vehicles than currently use it. School buses, large trucks, etc., use the bridge daily and there are numerous reports of sideswiping and rear view mirrors being knocked from the vehicles. The County Mayor has expressed concern for the safety of the children crossing the bridge in county buses.
- Economic reasons- Because of the narrowness of the bridge one of the local industries route their trucks in such a manner as to add twenty five miles to their runs. Further, the County Mayor has indicated the possibility of new industry entering the area with a new structure being considered as a drawing point.

Find attached a copy of a letter sent by the County Mayor to the Department's Commissioner seeking an expedient treatment of the review process. We concur with the importance of this project. We agree to move the project's letting date to facilitate the earliest letting possible subject to TVA Board approval.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Clinard", written over a horizontal line.

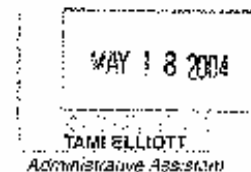
Mike Clinard
Director, Right of Way Division



KEN JONES
County Executive

NATIONAL REGISTER OF HISTORIC PLACES

MEIGS COUNTY, TENNESSEE
OFFICE OF COUNTY EXECUTIVE
P.O. BOX 156
DECATUR, TENNESSEE 37322



May 17, 2004

Honorable Gerald F. Nicely
Commissioner, Tennessee Department
Of Transportation
Suite 700 James K. Polk Building
Nashville, TN 37243

RE: Highway 58 Bridge, Meigs County

Commissioner Nicely:

Recently, I met with several TDOT officials as well as TVA Resource Stewardship officials in regard to the replacement of the Highway 58 Bridge across the Hiwassee River in Meigs County. You and I have also had some discussion about this bridge.

Certainly, I am aware of the process that must be followed, the rules and regulations (both State and Federal) that must be dealt with; however, I have some concerns that I hope might encourage us to hurry along this process.

First and foremost, my greatest concern is the safety factor. This bridge was built during the late 1920's to early 1930's. It was built narrow, and with today's larger vehicles, it is almost impossible for two large vehicles to pass in opposite directions without damage.

Meigs County School System has six loaded buses that cross this bridge daily. On the average, we will replace side mirrors on school buses monthly.

I am extremely concerned about the safety of our school children.

Secondly, from an economic standpoint, Meigs County is home to one of Shaw Industries yarn plants. This industry has as many as twelve to fifteen large trucks in and out of this plant on a daily basis.

Because of the high risk of accidents on this bridge Shaw routes their trucks up Highway 58 to State Highway 30 and over to I-75, which results in an additional twenty-five miles in distance, thirty to forty minutes in time and additional fuel cost.

Third, and equally important, from the stand point of growth, Meigs County is currently attempting to attract new industry to our County, and we feel that this new bridge is a crucial link to having new industry locate in our area.

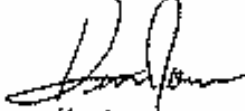
Telephone (423) 334-5860 • Fax (423) 334-2667

May 17, 2004

Our unemployment rate is above state and national average, our tax base is restricted, and we need industrial growth.

Commissioner, much more could be said for the benefits of this bridge project; should you require or need further, please feel free to call upon me at any time.

Respectfully,



Ken Jones
Meigs County Mayor

KJL:ae

Cc: Doug Delaney, Director TDOT Environmental Planning & Permits
Mike Clinard, Director TDOT Right of Way
Dan Fisher, TVA Resource Stewardship

Supplemental Mailing List
Public Notice D8-OBR-731

State Route 58 Replacement Bridge
Mile 7.5, Hiwassee River

Adjacent Property Owners

Tennessee Valley Authority
2190 South Lee Highway
Cleveland, TN 37311

Tennessee Wildlife Resource Agency
Don Crawford
464 Industrial Blvd
Crossville, TN 38555

Chamber of Commerce

Chamber of Commerce
2145 Keith Street
Cleveland, TN 37320

Chamber of Commerce
13 N Jackson Street
Athens, TN 37303

Chamber of Commerce
384 Front Street
Spring City, TN 37381

Chamber of Commerce
125 Spring Street
Pikeville, TN 37367

Chamber Of Commerce
13 Rankin Ave N.
Dunlap, TN 37327

Postmasters

Postmaster
3804 Highway 11 S
Riceville, TN 37370

Postmaster
11203 E Brainerd Road
Apison, TN 37302

Postmaster
200 River Road
Decatur, TN 37322

Postmaster
203 W High Street
Woodbury, TN 37190

Postmaster
4397 Dayton Avenue
Graysville, TN 37338

State Historical Preservation Officer

State Historic Preservation Officer
State of Tennessee
Tennessee Historical Commission
Dept. of Environment and Conservation
Nashville, TN 37243-0442

State Water Quality Certification Agency

State of Tennessee
Environment and Conservation
401 Church Street
L & C Tower, 21st Floor
Nashville, TN 37243-0435

Newspapers

Cleveland Daily Banner
1505 25th Street
Cleveland, TN 37207

The Daily Post-Athenian
320 S Jackson Street
Athens, TN 37303

Bledsonian-Banner
108 W Spring Street
Pikeville, TN 37367

Chattanooga Free Press
2733 Kanasita Drive
Hixson, TN 37343

Dunlap Tribune
155 Rankin Ave S # A
Dunlap, TN 37327

Other Interested Parties:

Dayton Boat Dock
175 Lakeshore Drive
Dayton, TN 37321

Sportmen At 58 Boat Dock
Highway 58 S
Decatur, TN 37322

Harbor Lights Marina Inc.
9718 Hixson Pke,
Soddy Daisy, TN 37379

Spring City Boat Dock
2109 New Lake Road
Spring City, TN 37381

Rhea Harbor Resort & Marina
Spring City, TN 37395

Big Ridge Yacht Club Inc.
1940 Hixson Marina Road
Hixson, TN 37343

Mr. Robert E. Buchanan, P.E.
Tennessee Valley Authority
WT-10-C
400 West Summit Hill Drive
Knoxville, TN 37902-1499

Mr. Wayne Ligon
Department of the Army
Nashville District, Corps of Engineers
CELRN-OP-P
P.O. Box 10790
Nashville, TN 37202-1070

U.S. Department of the Interior
Fish and Wildlife Service
446 Neal Street
Cookeville, TN 38501

Tennessee Historical Commission
Department of Environment &
Conservation
701 Broadway
Nashville, TN 37243-0442

The Eastern Band of the Cherokee Nation
Cultural Resources: Tribal Historic
Preservation Office
P.O. Box 455
Cherokee, NC 28719

Rupert O. Westfield
TVA Facilitator/Project leader
201 Murphy Road
Murphy, NC 28906

Tennessee Department of Transportation
ATTN: Mr. Edward Wasserman
Division of Structures
Suite 1100, James K. Polk Building
Nashville, TN 37243-0339

Mrs. Janice L. Jones
Tennessee-Cumberland Waterways Council
P.O. Box 1745
1408 Fifth Avenue SE, Suite 4
Decatur, AL 35602

Editor
The Waterways Journal
319 n. Fourth Street, Suite 650
St. Louis, MO 63102

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Star Symbol: ocr
Phone: (314) 539-2900, Ext 2382
Fax: (314) 539-3755
Email:

3 June 2003

PUBLIC NOTICE (D8 OBR-731)

All interested parties are notified that an application dated April 16 2003 has been received from the Tennessee Department of Transportation by the Commander, Eighth Coast Guard District, for approval of location and plans for the construction of a replacement bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Hiwassee River, Mile 7.5 near Big Spring, Meigs County, Tennessee

CHARACTER OF WORK: Construct a two-lane bridge downstream of the existing bridge. The existing bridge will be removed.

MINIMUM NAVIGATIONAL CLEARANCES:

<u>Existing</u>	<u>Proposed</u>
Horizontal: 215.0 feet between piers normal to axis of channel	295.0 feet between piers normal to axis of channel
Vertical: 29.0 feet above normal pool elevation 682.5 feet m.s.l.	44.9 feet above normal pool elevation 682.5 feet m.s.l.

ENVIRONMENTAL CONSIDERATIONS:

The Federal Highway Administration (FHWA), the lead federal agency, approved a classification of the project as a Categorical Exclusion on March 11, 2003. The Coast Guard issued a Categorical Exclusion on 30 May 2003. The bridge will be located in the base floodplain. There will be approximately 1,716 cubic yards of fill material placed below the 100-year flood elevation of 688.7 feet, Mean Sea Level. The applicant will apply for a water quality certification pursuant to Section 401 of the Clean Water Act from the State of Tennessee, Department of Environment and Conservation. There will be 0.766 acres of wetlands impacted by this project. The bridge will have no impacts to wildlife or waterfowl refuges, parklands, recreation areas or historic sites, threatened or endangered species or minority and low-income populations. The project will have no adverse impacts upon Environmental Justice.

Copies of the environmental documents are available for review at the office of the Commander (ocr), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, MO 63103-2832, during office hours (8:00 a.m. to 4:00 p.m.) Monday through Friday, except Federal holidays.

SOLICITATION OF COMMENTS:

Interested parties are requested to express their views, in writing, on the proposed replacement bridge. Give sufficient details to establish a clear understanding of the reasons for support or opposition to the proposal. Comments are solicited on the possible need for a fendering system on the bridge. Comments will be received for the record at the office of the Commander (obc), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, Missouri 63103-2832 through July 3, 2003.

The approved plans for the project are attached to this Notice.

ROGER K. WIEBUSCH
Bridge Administrator
By direction of the District Commander

NOTE: The mailing list for this Public Notice is arranged by watershed. Due to the size of this list, selective mailing is not practical. Please discard notices that are not of interest to you. If you have no need for any of these notices, please advise us so that your name can be removed from the mailing list.

POSTMASTER: Official business. Please post.

Sincerely,

ROGER K. WIEBUSCH
Bridge Administrator
U.S. Coast Guard
By direction

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: ebr
Phone: (314) 539-3800, Ext 2382
Fax: (314) 539-3755

16593.22/7.51 FHY
15 October 2003



Mr. Edward P. Wasserman
Structures Division
Tennessee Department of Transportation
James K. Polk Building, Suite 1100
Nashville, TN 37243-0339

Subj: PROPOSED REPLACEMENT OF RUSSELL FERRY (SR-58) BRIDGE, MILE 7.51,
HIWASSEE RIVER

Dear Mr. Wasserman:

The enclosed letter from the Eastern Band of Cherokee Indians (Enclosure 1) has been received in response to the public notice issued on the subject bridge permit application. Your reply should be coordinated with the Federal Highway Administration, the lead federal agency for the project.

Also, a response to our letters of July 3 and July 16, 2003 (enclosure 2 and 3) are required for further processing of the bridge permit application.

Sincerely,

ROGER K. WIEBUSCH
Bridge Administrator
By direction of the District Commander

Encl: (1) Eastern Band of Cherokee Indians letter dated October 3, 2003
(2) Coast Guard (obr) letter dated July 3, 2003 (w/encl)
(3) Coast Guard (obr) letter dated July 16, 2003 (w/encl)

Copy: Mr. Kenny Elrod, TNDOT, Nashville, TN

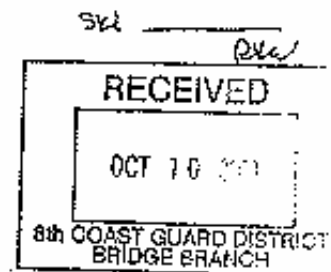
Copy to John Hewitt 10/27/03 to address these items.

KE

ADM	CHM	NAV	OMP	WIS	OPS	WFO	FRS	IS	TSO	AT	TEL	CHS	ADP	SEN	TRM	INFO	DOT	ASP	VO	OF	DI



The Eastern Band of Cherokee Indians
Tribal Historic Preservation Office
P.O. Box 455, Cherokee, NC 28719
(828) 488-5657 / Fax (828) 488-5648



October 3, 2003

Roger K. Wiebusch
Bridge Administrator
United States Coast Guard
1222 Spruce St.
St. Louis, MO 63103-2832

RE: Public Notice (D8 OBR 731): Construction of Bridge over Hiwassee River, Mile 7.5 near Big Spring,
Meigs County, TN

Dear Mr. Wiebusch:

According to the information you provided, the EBCI's THPO has reviewed this proposal and offers the following comments.

- While we are aware that a Categorical Exclusion has been approved by FHWA, this area is known as Cherokee aboriginal habitat, and as such has the potential to contain cultural resources which may be impacted by this undertaking.
- We believe, based on the map and bridge specifications provided with your letter, that archaeological surveys are warranted for the entire area of potential effect (APE). Section 106 guidelines (36 CFR 800) of the National Historic Preservation Act mandate that you contract with an archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. A Phase I archaeological survey should take place in the entire APE to ensure that potential cultural resources are identified.
- We wish to be granted consulting party status, and as such, we request that you send all information pertaining to cultural resources within the above-referenced projects' APE's for our review and comments.

We appreciate you providing information on these projects and for patiently awaiting our response. We apologize for the delay. If we can be of further service, or if you have any comments or questions, please direct them to me at (828) 497-1539.

Sincerely,

Michelle Hamilton
Tribal Historic Preservation Specialist
Eastern Band of Cherokee Indians

ENCLOSURE()

U.S. Department of
Homeland Security
United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: ebr
Phone: (314) 539-3900, Ext 2382
Fax: (314) 639-3755

16593.22/7.51 HIW
3 July 2003

Mr. Edward P. Wasserman
Structures Division
Tennessee Department of Transportation
James K. Polk Building, Suite 1100
Nashville, TN 37243-0339

Subj: PROPOSED REPLACEMENT OF RUSSELL FERRY (SR-58) BRIDGE, MILE 7.51,
HIWASSEE RIVER

Dear Mr. Wasserman:

The enclosed letter has been received in response to the public notice issued on the subject bridge permit application. Your reply should be coordinated with Federal Highway Administration, the lead federal agency for the project. Processing of the bridge permit will be delayed until this issue has been adequately addressed.

Also, the Categorical Exclusion, Project No. BR-STP-58(13), 561003-2243-94 101554, was submitted with the permit application for the bridge project. Our review of this environmental document determined the following information is missing:

- a. The project's affect on present and future noise levels. Include a statement about noise levels in relation to Federal and state standards.
- b. The project's affect on air quality. Include a statement about the project being in an "attainment" or "non-attainment" area and FHWA conformity determination relative to the Transportation Conformity Rule with the date of it.
- c. A water quality certificate from the Tennessee Department of Environmental Conservation pursuant to Section 401 of the Clean Water Act.

Please provide this information so we may continue to process the permit application.

Sincerely,

ROGER K. WIEBUSCH
Bridge Administrator
By direction of the District Commander

Encl: U.S. Dept. of Interior ltr dtd 27 June 2003

Copy: Mr. Kenny Elrod, TNDOT, Nashville, TN

68303

ENCLOSURE(2)

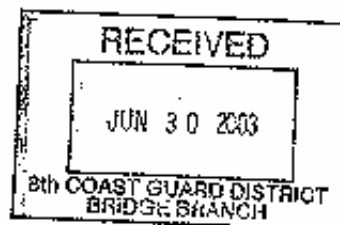


United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501

June 27, 2003



Mr. Roger K. Wiebusch
Bridge Administrator
United State Coast Guard
Eighth Coast Guard District
1222 Spruce Street
St. Louis, Missouri 63103-2832

Subject: Public Notice D8 OBR-731 (June 3, 2003). Application by the Tennessee Department of Transportation for a permit to replace State Route 58 Bridge over the Hiwassee River at Mile 7.5 near Big Spring, Meigs County, Tennessee.

Dear Mr. Wiebusch:

Fish and Wildlife Service (Service) personnel have reviewed the subject public notice. The applicant proposes to construct a new, two-lane highway bridge and associated approaches over the Hiwassee River and remove the adjacent, existing bridge. The new bridge will be located in the base floodplain and approximately 1,716 cubic yards of fill material would be placed below the 100-year flood elevation of 688.7 feet above mean sea level. Additionally, 0.766 acre of wetlands would be impacted by the proposed project. There is no mention of wetland losses being temporary or permanent, or mitigation for the expected adverse impacts to wetlands.

The Service is concerned regarding the lack of wetland mitigation. We are unable to adequately evaluate the proposed project without a detailed wetland mitigation plan. If permanent impacts are expected, we recommend that the applicant prepare a detailed wetland mitigation plan and provide it to the resource agencies for their review and concurrence prior to permit issuance. Based on the lack of wetland mitigation, we recommend that the subject permit be denied. We would be willing to reevaluate our recommendation of denial upon receipt and concurrence with a wetland mitigation plan.

Endangered species collection records available to the Service do not indicate that federally listed or proposed endangered or threatened species occur within the impact area of the project. We note, however, that collection records available to the Service may not be all-inclusive. Our data base is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitat and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific

locality. However, based on the best information available at this time, we believe that the requirements of Section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. Obligations under Section 7 of the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

These constitute the comments of the U.S. Department of the Interior in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), and are consistent with the intent of the National Environmental Policy Act of 1969.

We appreciate the opportunity to comment on this proposal and wish to be advised of your action regarding this permit application. Please contact Robbie Sykes of my staff at telephone 931/528-6481, ext. 209, or via e-mail at robbie_sykes@fws.gov if you have questions regarding the information provided in this letter.

Sincerely,



Lee A. Barclay, Ph.D.
Field Supervisor

xc: Dan Sherry, TWRA, Nashville, TN
Dan Eager, TDEC, Nashville, TN

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2932
Staff Symbol cbr
Phone: (314) 539-3900, Ext 2362
Fax: (314) 539-3755

16593.22/7.51 HIW
16 July 2003

Mr. Edward P. Wasserman
Structures Division
Tennessee Department of Transportation
James K. Polk Building, Suite 1100
Nashville, TN 37243-0339

Subj: PROPOSED REPLACEMENT OF RUSSELL FERRY (SR-58) BRIDGE, MILE 7.51,
HIWASSEE RIVER

Dear Mr. Wasserman:

The enclosed letter has been received from the U.S. Army Corps of Engineers, dated July 3, 2003, in response to the public notice issued on the subject bridge permit application. Your reply should be coordinated with Federal Highway Administration, the lead federal agency for the project. Processing of the bridge permit will be delayed until this issue has been adequately addressed.

Sincerely,

ROGER K. WIEBUSCH
Bridge Administrator
By direction of the District Commander

Encl: Nashville District Corps of Engineers letter dated July 3, 2003

Copy: Mr. Kenny Elrod, TNDOT, Nashville, TN

3703

ENCLOSURE(3)



DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
3701 Bell Road
NASHVILLE, TENNESSEE 37214-2680

July 3, 2003

REPLY TO
ATTENTION OF:

Regulatory Branch

SUBJECT: File No. 200301063; State Route (SR) 58 Bridge
Replacement in Meigs County, Tennessee

Mr. Roger K. Wiebusch
Eighth Coast Guard District
1222 Spruce Street
St. Louis, Missouri 63103-2832



Dear Mr. Wiebusch:

This is in response to Public Notice D8 OBR-731 dated June 3, 2003. We appreciate the opportunity to be included in your project review. Please refer to File No. 200301063 in future correspondence with us concerning the proposal.

Our agency has regulatory responsibilities pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) at the location.

Based on the description of the proposed bridge replacement, the project has the potential to involve the discharge of dredged or fill material into "waters of the United States". The discharge of material into these waters including their adjacent wetlands would be subject to our permitting authority under Section 404.

Our permitting requirements for the project would depend on the specific installation method and associated impacts. We have contacted the Tennessee Department of Transportation, Environmental Planning and Permits Division by telephone to ensure that they are aware of the potential Section 404 permit requirements. We encourage a construction design that would avoid and minimize aquatic resource impacts to the extent practicable.

-2-

Thank you for including us in your review process. If you wish to discuss DA involvement in greater detail, you can reach me at (615) 369-7514, or at marty.g.tyree@ikn02.usace.army.mil.

Sincerely,



Marty G. Tyree
Project Manager
Operations Division



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DIVISION OF STRUCTURES
SUITE 1100, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0339

GERALD F. NICELY
COMMISSIONER

PHIL BREDESEN
GOVERNOR

April 16, 2003

Commander(ob)
Eighth Coast Guard District
Bridge Branch
1222 Spruce Street
St. Louis, MO 63103-2832

State Route 58/Hiwassee River
River Mile 7.35
Meigs County, Tennessee

Dear Sir:

Enclosed is a revised application letter for this project. Also Mr. Orzechowski had requested changes to the permit sketches by phone and 2 copies of the sketches are enclosed also.

If we can be of any assistance to facilitate your review, please call Kenny Elrod @ 615-741-5290.

Yours very truly,

A handwritten signature in cursive script that reads "Kenny Elrod".

(for)

Edward P. Wasserman
Structures Division

JKZ:krc:commander.cg

Enclosures(2 Copies)

- 1) Permit sketches



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DIVISION OF STRUCTURES
SUITE 1100, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0339

GERALD F. NICELY
COMMISSIONER

PHIL BREDESEN
GOVERNOR

April 16, 2003

Commander(ob)
Eighth Coast Guard District
Bridge Branch
1222 Spruce Street
St. Louis, MO 63103-2832

State Route 58/Hiwassee River
River Mile 7.35
Meigs County, Tennessee

Dear Sir:

Application is hereby made by the Tennessee Department of Transportation, Suite 1100 James K. Polk Building, Nashville, TN 37243-0339; for approval by the Commandant, U.S. Coast Guard.

The above mentioned project proposes to construct a 1,810-0"(551.69m) long bridge across the Hiwassee River at River Mile 7.35 near Big Spring, Tennessee. This bridge will replace the existing bridge and will be constructed slightly downstream of the existing bridge.

Federal funds will be used for this project and have been applied for.

Federal agencies which must grant approvals for this project include FHWA the Tennessee Valley Authority, the Corps of Engineers and the Tennessee Wildlife Resources Agency.

The bridge will have no significant effect on the human environment. The enclosed statement describing these effects has been prepared per the requirements of the National Environmental Policy Act of 1969, as amended, and is enclosed.

There are no publicly owned lands from a park, recreation area, or any land from an historic(including archaeological) site, in the way of the bridge, in either the vicinity of the approaches or the structure. There will be 0.766 acres of land taken from the Hiwassee Wildlife Refuge.

The project will not result in displacements or relocations and will not affect minority or low income populations under Environmental Justice requirements.

There will be 1,716 cubic yards (1,312 cubic meters) of fill placed below the 100 year elevation.

Legal authority for the bridge is found in the General Bridge Act of 1946 and in the General Law of the State of Tennessee Chapter 74, page 217, Public Acts of 1917, approved April 17, 1917, amendatory to Chapter 74, Public Acts of 1919 (page 546 approved April 16, 1919) Chapter 7, Public Acts of 1939 (page 33 approved February 1, 1939). The laws of the State of Tennessee do not require a state permit to be obtained for this work. Enclosed are three copies of permit sketches for your use in issuing a revised U.S. Coast Guard Bridge Permit.

If we can be of any assistance to facilitate your review, please call Kenny Elrod @ 615-741-5290.

Yours very truly,

Kenny Elrod

(for)

Edward P. Wasserman
Structures Division

PLS:krc:sr58.mcigs

Enclosures(3 Copies)

- 1) Permit sketches
- 2) Location Map
- 3) Vicinity Map
- 4) Categorical Exclusion
- 5) Navigation Impact Statement



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PLANNING AND PERMITS DIVISION
SUITE 800, J.K. POLK BUILDING
320 OGDENBURG STREET
NASHVILLE, TENNESSEE 37243-0834
TELEPHONE: (615) 253-2477 FAX: (615) 741-0288

June 18, 2004

Mr. Roger K. Wiebusch
Bridge Administrator
United States Coast Guard
1222 Spruce Street
St. Louis, MO 63103-2832

Subject: TDOT Response to Public Notice Comments
U.S. Coast Guard File # 15593.22/7.51 HW
Corps File # 200301083
Project # 61003-1242-94
PIN 101554.00
Fed # BR-STP-58(13)
State Route 58
Replace Russell Ferry Bridges over Hiwassee River, River Mile 7.51
(Chickamauga Lake @ Log Mile 5.22)

Mr. Wiebusch,

The Tennessee Department of Transportation (TDOT), Environmental Planning and Permits Division, received public notice comments from your office regarding the subject project. Our responses are as follows.

Comments from the Eastern Band of Cherokee Indians:

- (1) "While we are aware that a Categorical Exclusion has been approved by FHWA, this area is known as Cherokee aboriginal habitat, and as such has potential to contain cultural resources which may be impacted by this undertaking."
- (2) "We believe, based on the map and bridge specifications provided with your letter, that archaeological surveys are warranted for the entire area of potential effect (APE). Section 106 guidelines (36 CFR 800) of the National Historic Preservation Act mandate that you contract with an archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. A Phase I archaeological survey should take place in the entire APE to ensure that potential cultural resources are identified."
- (3) "We wish to be granted consulting party status; and as such, we request that you send all information pertaining to cultural resources within the above-referenced projects' APE's for our review and comments."

Mr. Roger K. Wiebusch
June 18, 2004
Page 2

TDOT Reply:

- (1) Based on a letter dated June 14, 2002 from TDOT to the State Historic Preservation Office (SHPO), "TDOT engineers have shifted proposed construction of the new SR-58 bridge to the west side of the existing bridge to avoid archaeological resources located in or near the area of potential effect (APE). The archaeological APE now extends approximately 50 feet (15m) west and 330 ft (100m) north and south of the existing bridge."

"Between 1987 and 1993, Garrow and Associates recorded six archaeological sites in the vicinity of the SR-58 bridge over the Hiwassee River during annual TVA draw downs of Chickamauga Lake. Of these, 40MG82, 40MG83, 40MG90, 40MG214, and 40MG219 are outside of the APE and will not be affected. However, site 40MG99 is located just inside the APE. In 1988, Garrow and Associates reported that 40MG99 was completely destroyed by "wave action" and did not recommend further work at this site (TDCA site file 40MG99)."

"Field visits by TDOT personnel in 2000 revealed that the archaeological sites, including 40MG99, were completely inundated and inaccessible. Based on Garrow and Associates original survey and recommendation, as well as our field visit, it is our opinion that no historic properties will be affected by this project."

- (2) Please find enclosed the Cultural Resource Survey for Advanced Planning Report dated September 2001.
- (3) We are enclosing a copy of the following documents for your use in the review process.
- Cultural Resource Survey for Advanced Planning Report dated September 2001.
 - Coordination from TDOT to the State Historic Preservation Office dated October 26, 2001.
 - Coordination from State Historic Preservation Office to TDOT dated October 31, 2001.
 - Coordination from TDOT to the SHPO dated June 14, 2002.
 - A letter from SHPO dated June 18, 2002 stating the project area contains no archaeological resources eligible for listing in the National Register of Historic Places.

Comments from the U.S. Fish and Wildlife Service:

- (1) "The service is concerned regarding the lack of wetland mitigation. We are unable to adequately evaluate the proposed project without a detailed wetland mitigation plan. If permanent impacts are expected, we recommend that the applicant prepare a detailed wetland mitigation plan and provide it to the resource agencies for their review and concurrence prior to permit issuance."

TDOT Reply:

- (1) We are enclosing a copy of the Mitigation Bank Review Team letter (MBRT) dated March 10, 2004. This letter describes in detail how we propose to mitigate the wetland and mudflat impacts for this project. Please find attached a letter dated March 29, 2004 from the U.S. Fish and Wildlife Service approving the mitigation mentioned above. Also, the mitigation plan is shown in the permit drawings.

Comments from the United States Coast Guard:

The following information is missing:

- (1) "The project's affect on present and future noise levels. Include a statement about noise levels in relation to Federal and state standards."
- (2) "The project's effect on air quality. Include a statement about the project being in an "attainment" or "non-attainment" area and FHWA conformity determination relative to the Transportation Conformity Rule with this data of it."
- (3) "A water quality certificate from the Tennessee Department of Environmental Conservation pursuant to Section 401 of the Clean Water Act."

TDOT Reply:

- (1) A noise level prediction was made at the nearest picnic table on the southern approach to the bridge for the existing noise levels (58 Leq dBA) and the design year (2023) noise levels (60 leq dBA). The FHWA noise abatement criteria is 67 Leq dBA. This project would have little effect on the audible environment of the area.
- (2) Based upon the analyses of highway projects with similar meteorological conditions and traffic volumes, the carbon monoxide levels of the project will be well below the National Ambient Air Quality Standard. This project will have no substantial impact on the air quality of the area.

The Chattanooga Region, including Hamilton and Meigs Counties in Tennessee and Calcoes County in Georgia, was designated as being in an air quality non-attainment area for ozone by the Environmental Protection Agency on April 15, 2004. At present, there is no date for Transportation Conformity Rule. The long range transportation plan must include travel demand and vehicle emissions forecasts to meet specific emissions levels and demonstrate conformity by June 15, 2005.

- (3) We applied for a Section 401 Certification from the Tennessee Department of Environment and Conservation on May 17, 2004. A copy of the certification will be sent to your office as soon as it becomes available.

Comments from the Nashville District, Corps of Engineers:

- (1) "Our permitting requirements for the project would depend on the specific installation method and associated impacts. We have contacted the Tennessee Department of Transportation, Environmental Planning and Permits Division, by telephone to ensure that they are aware of the potential Section 404 permit requirements. We encourage a construction design that would avoid and minimize aquatic resource impacts to the extent practicable."

TDOT Reply:

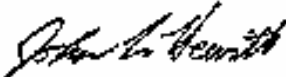
- (1) We applied for an individual Section 404 Permit from U.S. Army Corps of Engineers, Nashville District on May 17, 2004. Efforts were made during the planning and design

Mr. Roger K. Wiebusch
June 18, 2004
Page 4

phases of this project to avoid impacts to waters of the U.S. and waters of the State to the extent practicable, and to minimize aquatic resource impacts that were not avoidable.

Please advise us if you have any additional questions or if we can be of any assistance. We would greatly appreciate your issuance of the U.S. Coast Guard Permit at your early convenience.

Sincerely,



John L. Hewitt, PE
Civil Engineering Manager 1
Environmental Permits Office

JLH:arm

cc:

Mr. Marty G. Tyree, USACE Nashville District
Dr. Lee Barclay, USFWS
Ms. Michelle Hamilton, Eastern Band of Cherokee Indians
Ms. Liah Miller, Technical Studies Office (via email)
Mr. Kevan Brown, Technical Studies Office (via email)

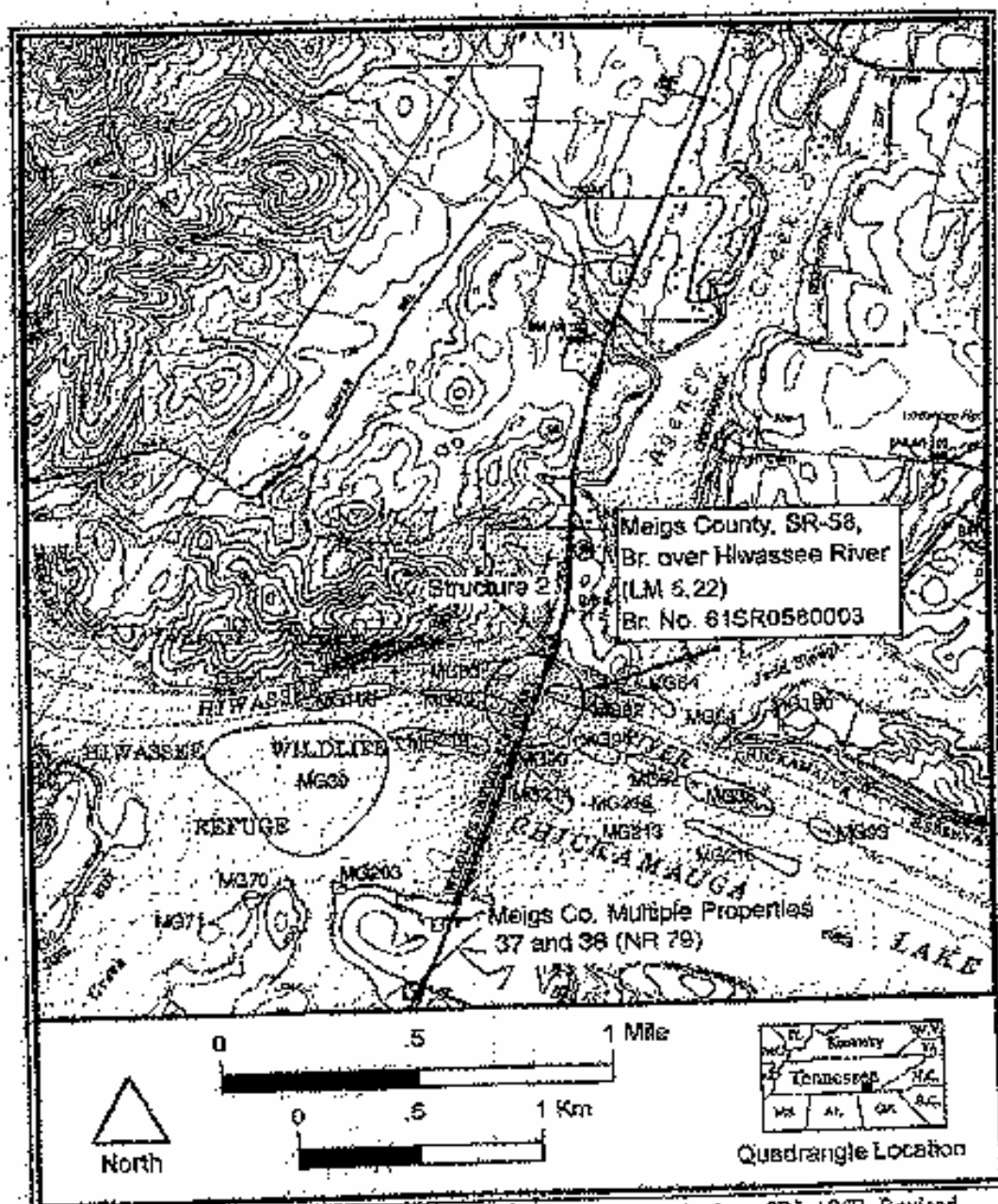


Figure 1. Project Location (USGS 7.5 Minute Quadrangle, Big Springs, TN, 1967, Revised 1990 and Birchwood, TN, 1967).

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TENNESSEE WILDLIFE RESOURCES AGENCY

464 INDUSTRIAL ROAD
CROSSVILLE, TN 38555

February 10, 2003

Michael Crabb, Road Specialist 2
Department of Transportation
Environmental Planning and Permits Division
Suite 900, James K. Polk Bldg.
505 Deaderick Street
Nashville, TN 37243-0334

Dear Mr. Crabb:

I am writing to grant approval for the Tennessee Department of Transportation the use and/or acquisition of approximately 0.766 acres of land from the Hiwassee Wildlife Refuge which is 2,500 acres for the replacement of a bridge at State Highway 58 over the Hiwassee River, (LM 5.22) in Maigs County, Tennessee.

The Tennessee Wildlife Resources Agency having full jurisdiction over the Hiwassee Wildlife Refuge and all the activities associated with it have determined that the project will not result in any temporary or permanent adverse change to the activities, features or function of the Hiwassee Wildlife Refuge with this project.

If there are any further questions or comments regarding this matter please call me at 1-800-262-6704.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Crawford", is written over the word "Sincerely".

Don Crawford
Boating/Hunter Safety Coordinator
Tennessee Wildlife Resources Agency

DC/dc

File

The State of Tennessee

AN EQUAL OPPORTUNITY EMPLOYER

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**US Army Corps
of Engineers.**

Nashville District

Public Notice

Public Notice No. 04-51

Date: August 31, 2004

Application No. 200101580

Please address all comments to:
Nashville District Corps of Engineers, Regulatory Branch
3701 Bell Road, Nashville, TN 37214

**JOINT PUBLIC NOTICE
US ARMY CORPS OF ENGINEERS
TENNESSEE VALLEY AUTHORITY
AND
STATE OF TENNESSEE**

SUBJECT: Proposed Fill in Wetlands Adjacent to Hiwassee River, at Mile 7.3L, Meigs County, Tennessee

TO ALL CONCERNED: The application described below has been submitted for a Department of the Army Permit pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344). Before a permit can be issued, certification must be provided by the State of Tennessee, Division of Water Pollution Control, pursuant to Section 401(a)(1) of the CWA, that applicable water quality standards will not be violated. By copy of this notice, the applicant hereby applies for the required certification.

APPLICANT: Tennessee Department of Transportation
Suite 900, J.K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

LOCATION: Hiwassee River Mile 7.3L, Chickamunga Lake, Meigs County, TN
Latitude: 35-21-38
Longitude: 84-54-48
USGS Topo Map: Birchwood, TN

DESCRIPTION: The proposed work consists of the replacement of an existing 3-span truss bridge with a 1,810-foot 11-span concrete girder bridge and enhancement of its approaches along State Route 58. This work would require the permanent fill of approximately 1.02 wetland acres and 2.60 mudflat acres, and the temporary fill of 0.20 wetland acres. Fill material would consist of graded solid rock.

The applicant proposes to mitigate for permanent wetland and mudflat losses at a 4:1 ratio by purchasing 14.5 credits from the Coffee County Mitigation Bank.

In addition to the work identified above, the applicant has requested that the Corps of Engineers verify additional project activities that meet the criteria for authorization under the Nationwide Permit Program [January 15, 2002, Federal Register (Vol. 67, No. 10, pg.2020)]. Activities would involve the discharge of fill material associated with the replacement of an existing bridge. The new bridge would be constructed immediately downstream of the existing bridge. New piers would be constructed within steel pile cofferdams driven into the substrate. Main pier foundation construction would be accomplished by barge and/or within cofferdams.

Plans of the proposed work are attached to this notice.

The decision whether to issue a permit will be based on an evaluation of the probable impacts including cumulative impacts of the activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the work must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the work will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. In addition, the evaluation of the impact of the activity on the public interest will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency, under authority of Section 404(b)(1) of the CWA (40 CFR Part 230). A permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

An Environmental Assessment will be prepared by this office prior to a final decision concerning issuance or denial of the requested Department of the Army Permit.

The National Register of Historic Places has been consulted and no properties listed in or eligible for the National Register are known which would be affected by the proposed work. This review constitutes the full extent of cultural resources investigations unless comment to this notice is received documenting that significant sites or properties exist which may be affected by this work, or that adequately documents that a potential exists for the location of significant sites or properties within the permit area. Copies of this notice are being sent to the office of the State

Historic Preservation Officer. In a letter dated October 31, 2001, the Tennessee Historical Commission (THC) requested a Phase II testing report or Avoidance Strategy from the applicant. On June 14, 2002, the applicant provided the THC with an Avoidance Strategy showing a shift in the location of the replacement bridge in order to avoid archaeological resources. In response to this Avoidance Strategy, the THC stated in a letter dated June 18, 2002 that the project area contains no historic properties eligible for listing in the National Register of Historic Places, and that the THC has no objection to the implementation of this project.

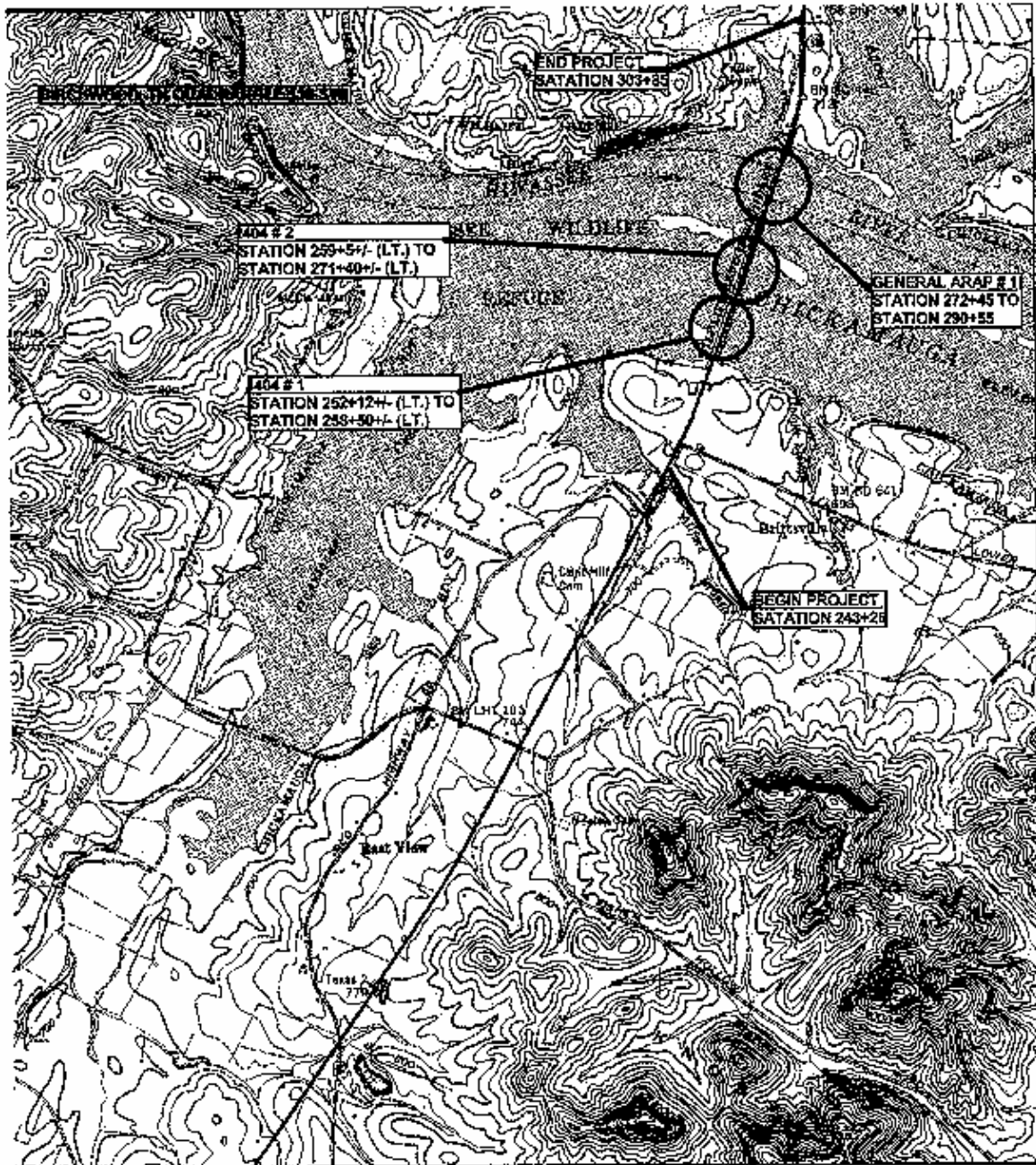
Based on available information, the proposed work will not destroy or endanger any federally-listed threatened or endangered species or their critical habitats, as identified under the Endangered Species Act, and, therefore, initiation of formal consultation procedures with the U.S. Fish and Wildlife Service is not planned at this time. In response to USCG Public Notice D8 OBR-731, dated June 2, 2003, the US Fish and Wildlife Service (FWS) issued a letter dated June 27, 2003, recommending permit denial pending receipt and concurrence with a wetland mitigation plan. The applicant provided the requested information in a letter dated March 10, 2004. The FWS issued a letter dated March 23, 2004 providing their formal approval of the mitigation plan and the proposed project.

Other federal, state, and/or local approvals required for the proposed work are as follows:

- a. Tennessee Valley Authority (TVA) approval under Section 26a of the TVA Act. In addition to other provisions of its approval, TVA would require the applicant to employ best management practices to control erosion and sedimentation, as necessary, to prevent adverse aquatic impacts.
- b. Water quality certification from the State of Tennessee, in accordance with Section 401(a)(1) of the Clean Water Act.
- c. United States Coast Guard (USCG) approval pursuant to Section 9 of the Rivers and Harbors Act for construction of the new bridge.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

Written statements received in this office on or before September 30, 2004, will become a part of the record and will be considered in the determination. Any response to this notice should be directed to the Regulatory Branch, Attention: Maryellen Farner, at the above address, telephone (615) 736-5181. It is not necessary to comment separately to TVA since copies of all comments will be sent to that agency and will become part of its record on the proposal. However, if comments are sent to TVA, they should be mailed to Mr. Dan Fisher, 1101 Market Street, PSC 1E-C, Chattanooga, Tennessee 37402.



USGS TOPOGRAPHIC MAP:

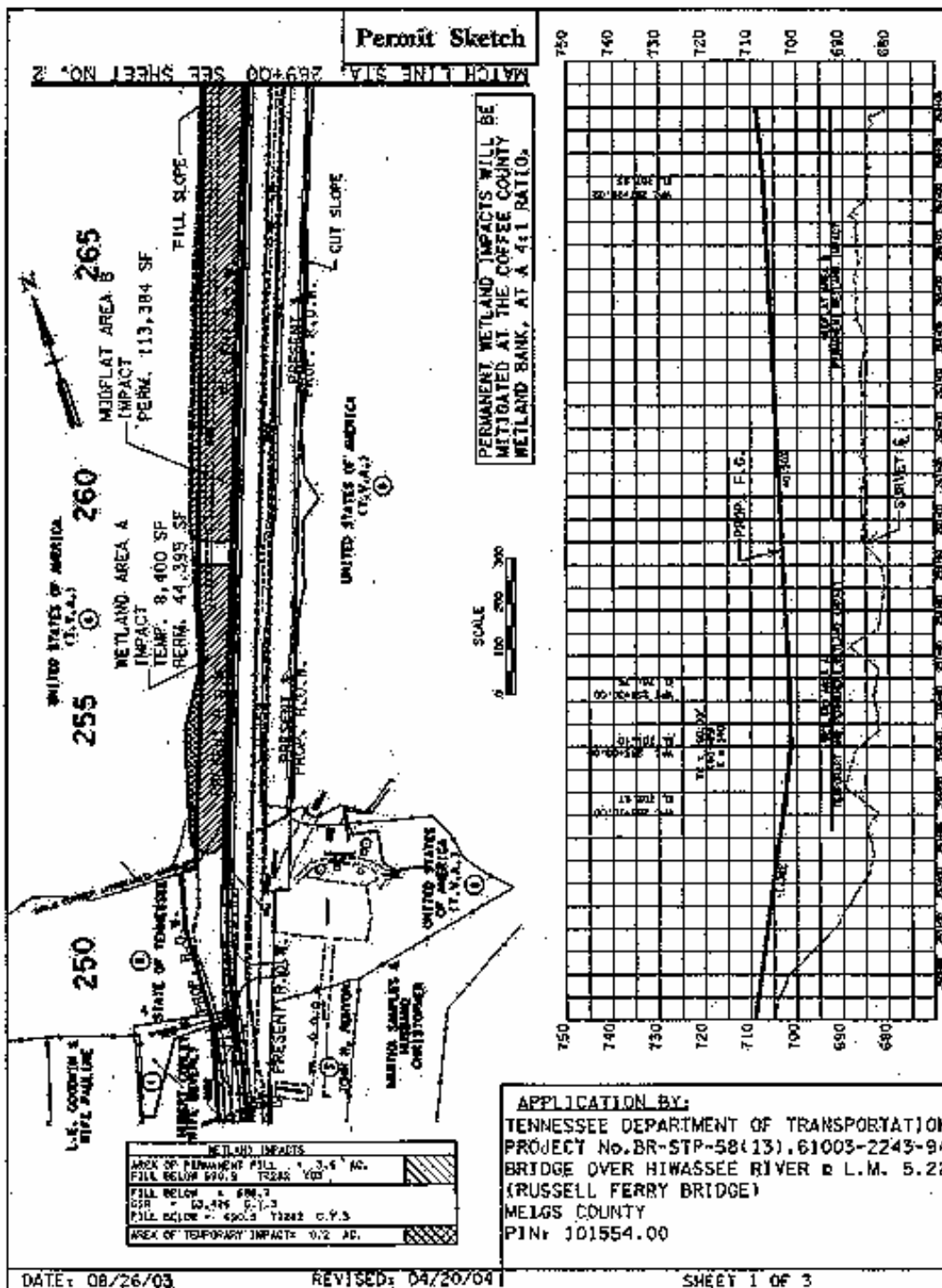
BIRCHWOOD, TN

UM 1:

FILE NO. 20010158

PN 04-51

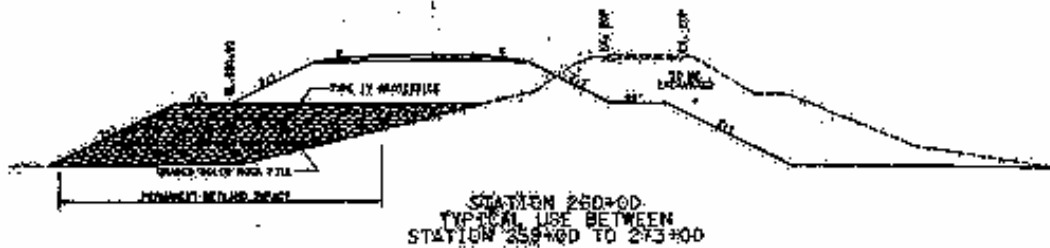
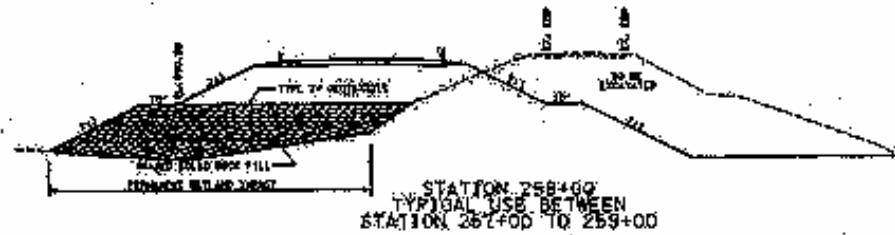
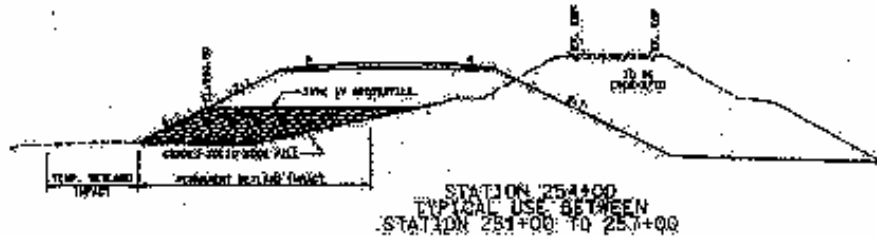
APPLICATION BY:
TENNESSEE DEPARTMENT OF TRANSPORTATION
Project No. 81003-1242-94
State Route 58



FILE NO. 20010158

PN 04-51

Permit Sketch



TYPICAL SECTIONS

APPLICATION BY:
TENNESSEE DEPARTMENT OF TRANSPORTATION
PROJECT NO. BR-STP-58(13)
61003-2243-94
BRIDGE OVER MIWASSEE RIVER @ LM 5.22
(RUSSELL FERRY BRIDGE)
MEIGS COUNTY
PIN: 101554.00

DATE: 08/26/03

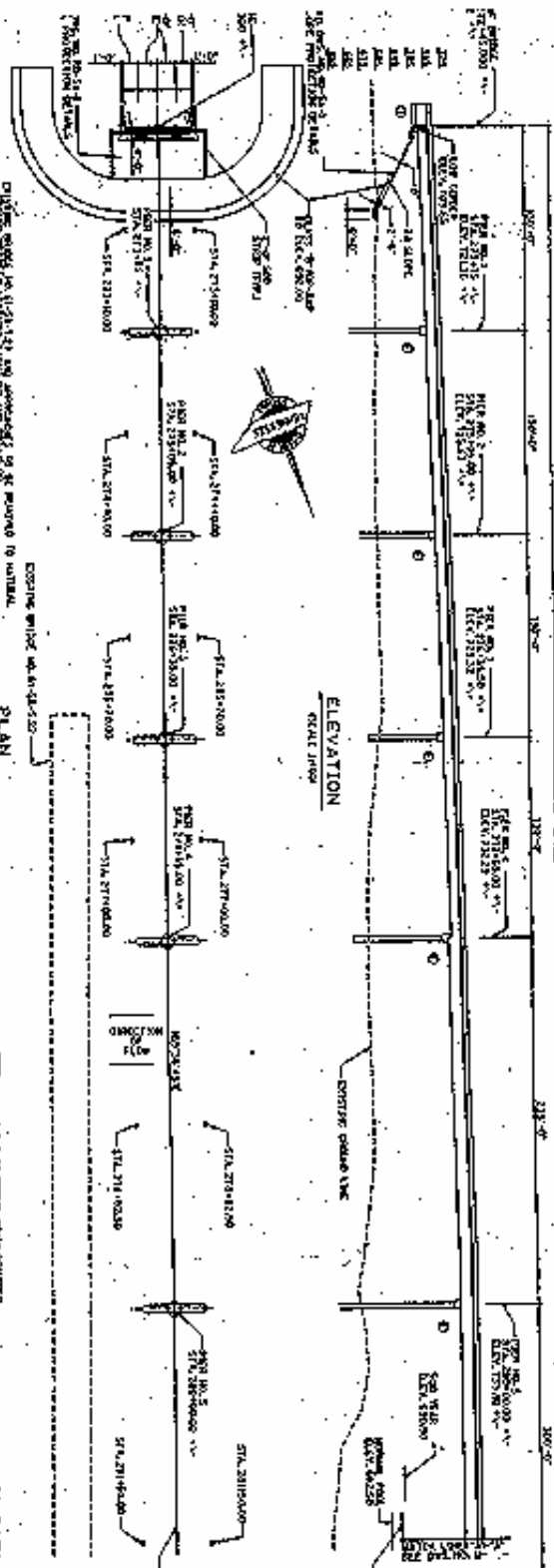
REVISED: 04/20/04

FILE NO. 20010158

PN 04-51

CONCRETE PILE
CONCRETE BRIDGE

PROJECT NO.	20010158
DATE	10/1/51
BY	W. J. H. H.
CHECKED BY	W. J. H. H.
APPROVED BY	W. J. H. H.



CONCRETE BRIDGE
CONCRETE BRIDGE

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HYDRAULIC DATA
BRIDGE NO. 6150003
STATION 181+50.00
MILES 2001

FILE NO. 20010158

PN 04-51





United States Department of the Interior

FISH AND WILDLIFE SERVICE
416 Neal Street
Cookeville, TN 38501

September 30, 2004

Lt. Colonel Byron G. Jorns,
District Engineer
U.S. Army Corps of Engineers
3701 Bell Road
Nashville, Tennessee 37214

Attention: Ms. Maryellen Farmer, Regulatory Branch

Subject: Public Notice No. 04-51. Tennessee Department of Transportation, Proposed
Wetland Fill Adjacent to Hiwassee River, Meigs County, Tennessee.

Dear Colonel Jorns:

Fish and Wildlife Service (Service) personnel have reviewed the subject public notice. The proposed State Route 58 Bridge replacement project over the Hiwassee River involves the fill of 1.02 acres of wetlands and 2.60 acres of mudflats in Meigs County, Tennessee. The applicant (Tennessee Department of Transportation) proposes to mitigate permanent wetland loss at a 4:1 ratio by debiting 14.5 credits from the Coffee County Wetland Mitigation Bank. The following constitute the comments of the U.S. Department of the Interior, provided in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Endangered species collection records available to the Service do not indicate that federally listed or proposed endangered or threatened species occur within the impact area of the project. We note, however, that collection records available to the Service may not be all-inclusive. Our data base is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitat and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality. However, based on the best information available at this time, we believe that the requirements of section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. Obligations under section 7 of the Act must be reconsidered if (1) new information reveals impacts of the action that may affect listed species or critical habitat in a manner not previously considered, (2) the action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the action.

OCT 04 2004

We do not anticipate significant adverse impacts to fish and wildlife or their habitats as a result of this project. Therefore, the Service has no objection to the issuance of a permit for the work described in the subject public notice.

Thank you for this opportunity to review the subject notice. Please contact Robbie Sykes of my staff at 931/528-6481 (ext. 209) if you have questions about these comments.

Sincerely,


fa Lee A. Barclay, Ph.D.
Field Supervisor

xc: Robert Todd, TWRA, Nashville, TN
Dan Eagar, TDEC, Nashville, TN
Tom Welborn, EPA, Atlanta, GA

RECEIVED

NOV 04 2004

TDOT
Environmental Permits Section



DEPARTMENT OF ENVIRONMENT & CONSERVATION

Division of Water Pollution Control
401 Church Street
7th Floor, L & C Annex
Nashville, TN 37243-1534

October 26, 2004

John L. Hewitt, C. E. Manager
Environmental Permits Office
Tennessee Department of Transportation
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

SUBJECT: §401 Water Quality Certification
Tennessee Aquatic Resource Alteration Permit
Joint Public Notice 04-51
TDOT#61003-1242-94
State of Tennessee Application # NRS 04-169

Dear Mr. Hewitt:

Pursuant to §401 of the Federal Clean Water Act (33 U.S.C. §1341), the State of Tennessee is required to certify whether the activity described below will violate applicable water quality standards. Accordingly, the Division of Water Pollution Control requires reasonable assurance that the activity will not violate provisions of *The Tennessee Water Quality Control Act of 1977* (T.C.A. § 69-3-101 et seq.) or of §§ 301, 302, 303, 306 or 307 of *The Clean Water Act*.

Subject to conformance with approved plans, specifications, and other information submitted in support of the referenced application, the State of Tennessee hereby certifies the proposed activity pursuant to 33 U.S.C. 1341. This shall serve as authorization pursuant to T.C.A. § 69-3-101 et seq.

LOCATION: Meigs County

DESCRIPTION: The authorized work includes the replacement of the Russell Ferry Bridge (SR-68).

EFFECTIVE DATE: October 26, 2004

EXPIRATION DATE: October 26, 2009

GENERAL CONDITIONS:

1. The work shall be accomplished in conformance with the approved plans, specifications, data and other information submitted in support of the above application and the limitations, requirements, and conditions set forth herein.

2. Grading, excavation or fill may not take place in flowing waters. Grading, excavation and fill activities shall be separated from the water column. All surface water flowing toward the grading, excavation or fill work shall be diverted through utilization of cofferdams, berms, or temporary channels. Temporary diversion channels must be protected by non-erodible material and lined to the expected high water level. Cofferdams must be constructed of sandbags, clean rock, steel sheeting or other non-erodible material. Excavated material must be removed to a location that will prevent its reentry into the any waters of the State. All stockpiles must be temporarily seeded and separated from the waters by entrenched silt fence. The silt fence must be maintained at all times.
3. All work shall be carried out in such a manner as will prevent violations of water quality criteria as stated in Rule 1200-4-3-.03 of the Rules of The Tennessee Department of Environment and Conservation. This includes but is not limited to the prevention of any discharge that causes a condition in which visible solids, bottom deposits, or turbidity impairs the usefulness of waters of the State for any of the uses designated by Rule 1200-4-4. These uses include fish and aquatic life, livestock watering and wildlife, recreation, irrigation, industrial water supply, and domestic water supply.
4. Temporary erosion and sedimentation control measures must be used throughout the construction period. Effective erosion control must be installed along the base of all fills and cuts, on the down hill side of stock piled soil, and along stream banks in cleared or graded areas to prevent sedimentation into streams. Controls shall be repaired and maintained as necessary. Measures shall include, but not be limited to the use of entrenched fabric filter fence, entrenched staked straw bales, sediment basins, berms, dams, brush barriers, fiber mats, netting, gravel, mulches, grasses, slope drains, etc.
5. Slurry water pumped from work areas and excavations must be held in settling basins or treated by filtration prior to its discharge into surface waters. Water must be held in sediment basins until at least as clear as the receiving waters. Sedimentation basins shall not be located closer than 20 feet from the top bank of a stream. Sediment basins and traps shall be properly designed according to the size of the drainage areas or volume of water to be treated.
6. All disturbed areas shall be covered with mulch within 30 days of attainment of final grade and seeded with any appropriate combination of annual grains and grasses, legumes, and perennial grasses necessary to achieve a vegetative cover against erosion. Lime and fertilizer shall be applied as needed. Temporary seeding and mulching shall be applied where final grade is not yet achieved. Under no circumstances shall soil slopes be left exposed for greater than 30 days.
7. Appropriate steps shall be taken to ensure that petroleum products or other chemical pollutants are prevented from entering waters of the state. All spills must be reported immediately to the appropriate emergency management agency. Measures shall be taken immediately to prevent the pollution of waters of the State, including groundwater.

SPECIAL CONDITIONS:

1. Station 252+12+/- (L.) to Sta. 258+50+/- (L.); Wetlands. Permanently impact (RII) 1.02 acres and temporarily impact 0.20 ac. of wetlands.

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October 26, 2004

- a. Temporary impacts shall be mitigated by returning the affected area to original elevation and seeding with hydrophilic plant species.
2. Station 269+05+/- (Lt.) to Sta. 271+40+/- (Lt.): Mudflats. Permanently impact (fill) 2.60 acres of mudflat.
3. Install 1,810 ft. +/- of 11 span concrete girder deck bridge @ Sta. 281+50.

ADDITIONAL MITIGATION:

1. Debiting, at a 4:1 ratio, 14.5 acres of available wetlands credit (rounded to nearest half acre) from the Coffee County Wetlands Mitigation Bank, shall mitigate impacts to a combined 3.62 acres of wetlands and mudflats.

This does not obviate requirements of other federal, state or local laws. In particular, work shall not commence until the applicant has received the federal §404 permit from the U. S. Army, Corps of Engineers or §26a permit from the Tennessee Valley Authority where necessary.

The State of Tennessee reserves the right to modify or revoke this permit or to seek modification or revocation should the State determine that the activity results in more than an insignificant violation of applicable water quality criteria or violation of the Act. Failure to comply with permit terms may result in penalty in accordance with § 69-3-115 of the Act.

An appeal of this action may be made to the Water Quality Control Board. In order to appeal, a petition requesting a hearing before the Board must be filed within 30 days after receipt of the permit action. In such petition, each contention should be stated in numbered paragraphs that describe how the proposed activity would be lawful and the action of the state is inappropriate. The petition must be prepared on 8 1/2" by 11" paper, addressed to the Water Quality Control Board and filed in duplicate at the following address: Paul E. Davis, Director, Division of Water Pollution Control, 8th Floor L & C Annex, 401 Church Street, Nashville, Tennessee 37243-1534. Any hearing would be in accordance with T.C.A. §69-3-110 and 4-5-301 et seq. Questions concerning this certification should be addressed to Mr. Brian Canada at 615-532-0660.

Sincerely,


Paul E. Davis
Director

cc: US Army Corps of Engineers, Nashville District, Regulatory Division
Chattanooga Environmental Assistance Center
TVA
File

Attachment F

404(b)(1) GUIDELINES COMPLIANCE EVALUATION (Restrictions On Discharge: 40 CFR 230.10)

Alternatives test.

Are there available, practicable alternatives having less adverse impact on the aquatic ecosystem and without other significant adverse environmental consequences that do not involve discharges into "waters of the U. S." or at other locations within these waters?

[Yes(*)__ No x]

If the project is __ in a special aquatic site and is not water-dependent,
 __ in a special aquatic site and is water-dependent,
 __ not in a special aquatic site and is not water-dependent,
 x not in a special aquatic site and is water-dependent:

has applicant clearly demonstrated that there are no practicable alternative sites available?

[Yes x No(*)__]

Special restrictions. Will the discharge:

violate state water quality standards? [Yes(*)__ No x]

violate toxic effluent standards (under Section 307 of the Act)? [Yes(*)__ No x]

jeopardize endangered or threatened species or their critical habitat? [Yes(*)__ No x]

violate standards set by the Department of Commerce to protect
marine sanctuaries? [Yes(*)__ No x]

Evaluation of the physical/chemical and biological characteristics and anticipated changes indicates that the proposed discharge material meets testing exclusion criteria for the following reason(s).

[Yes x No__]

(x) based on available information, the material is not a carrier of contaminants

() the levels of contaminants are substantially similar at the extraction and disposal sites
and the discharge is not likely to result in degradation of the disposal site and pollutants will not be transported to less contaminated areas

() acceptable constraints are available and will be implemented to reduce contamination to acceptable levels within the disposal site and prevent contaminants from being transported beyond the boundaries of the disposal site

Other restrictions. Will the discharge contribute to significant degradation of "waters of the U. S." through adverse impacts to:

* human health or welfare, through pollution of municipal water supplies, fish, shellfish, wildlife, and special aquatic sites? [Yes(*)__ No x]

* life stages of aquatic life and other wildlife? [Yes(*)__ No x]

* diversity, productivity, and stability of the aquatic ecosystem, such as loss of fish or wildlife habitat, or loss of the capacity of wetland to assimilate nutrients, purify water, or reduce wave energy? [Yes(*)__ No x]

* recreational, aesthetic and economic values? [Yes(*)__ No x]

Actions to minimize potential adverse impacts (mitigation). Will all appropriate and practicable steps (40 CFR 230.70-77) be taken to minimize the potential adverse impacts of the discharge on the aquatic ecosystem? [Yes x No(*)__]

The standard erosion control measures included in the proposed action, and the additional special conditions would adequately minimize pollution or adverse effects to the affected ecosystem.

*A check in a block denoted by an asterisk indicates that the proposal does not comply with the 404(b)(1) guidelines.